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HEARINGS

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COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

JANUARY 16-23, 1907,

ON

ADDITIONAL AIDS TO NAVIGATION IN THE LIGHT-HOUSE ESTABLISHMENT.

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HEARING BEFORE THE SUBCOMMITTEE ON AIDS TO NAVIGATION OF THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE.

HOUSE OF REPRESENTATIVES, *Wednesday, January 16, 1907.*

The subcommittee met at 4 o'clock p. m., Hon. James R. Mann (chairman) in the chair.

STATEMENT OF MR. H. COULBY, OF CLEVELAND, OHIO, PRESIDENT OF THE PITTSBURG STEAMSHIP COMPANY AND A MEMBER OF THE LAKE CARRIERS' ASSOCIATION.

The CHAIRMAN. Just tell us what you want.

Mr. COULBY. We want a light-house of the second order and a fog signal located on the north shore of Lake Superior in the vicinity of Split Rock. There is no light on the north shore of Lake Superior between Grand Marie and Two Harbors.

All the ships going up to the head of Lake Superior have to make the north shore as a landfall, and have had to do so during these past two years.

The CHAIRMAN. Between what points, did you say?

Mr. GOULDER. Between Grand Marie and Two Harbors. It is about 20 miles east.

Mr. COULBY. During the past two years there have been accidents along this shore aggregating a loss of nearly \$2,000,000 in vessel property. The total losses in 1905—in the fall of 1905—were very heavy. The steamer *Lafayette* and the barge *Madeira* and the steamer *Spencer* and her consort the *Pennington* and the steamer *Edenborn* and the barge *Manila* went ashore in the vicinity of Split Rock, costing a great deal of money to repair them.

This is required on account of the magnetic attraction there, by reason of which mariners can place no reliance upon their compasses, and the captains of the ships, through their managers and their associations, place this as of paramount importance, that a light-house should be installed at that point.

Mr. RYAN. What is the name of that point?

Mr. COULBY. Split Rock.

The CHAIRMAN. How far is that from Beaver Bay?

Mr. COULBY. Beaver Bay is nearly half way up from Two Harbors to Grand Marie. It must be 4 or 5 miles.

The CHAIRMAN. We have a light-house reservation on Beaver Bay.

Mr. COULBY. It is 7 or 8 miles.

The CHAIRMAN. Which way?

Mr. COULBY. North.

The CHAIRMAN. What vessels go up that way, and why?

Mr. COULBY. All ships going to Two Harbors, Duluth, or Superior, have to go up that way. They make their course right here [indicating on chart], and they have got to make the north shore, and they come by these islands [indicating on chart], and in thick weather they have got to pick up the north shore, because they can not rely on the compass, and they have to pick up the north shore and follow it into Duluth or Superior, coming up to Duluth and Two Harbors.

The CHAIRMAN. How is it about vessels going away from Duluth and Two Harbors?

Mr. COULBY. Of course they leave the north shore here [indicating on chart], and they can follow it down. It is in making the north shore that the difficulty comes in.

The CHAIRMAN. You mean vessels from the east?

Mr. COULBY. Yes.

The CHAIRMAN. For Duluth?

Mr. COULBY. Yes.

The CHAIRMAN. We provided a light-house for Rock of Ages. Now, what vessels go there?

Mr. COULBY. Those are the vessels going to Port Arthur and Port William from Duluth or Superior, or vice versa, and in very heavy weather the vessels go from there and make the north shore—under the lee of the north shore—

The CHAIRMAN. Going to Duluth and Two Harbors?

Mr. COULBY. Yes.

The CHAIRMAN. It was represented to us that ships had to go around that way a considerable portion of the time. Is that the case [indicating on chart]?

Mr. COULBY. The north shore is only used by the ships that are keeping the shelter of the north shore.

The CHAIRMAN. What advantage will that light-house on the Rock of Ages be to a vessel going to Port Arthur?

Mr. COULBY. It is no advantage to a vessel going to Port Arthur, unless she is coming from the upper end of the lake.

The CHAIRMAN. She does not go by Rock of Ages to get to the upper end of the lake, does she?

Mr. COULBY. Yes [indicating course on chart].

The CHAIRMAN. Do any vessels go that way?

Mr. COULBY. Yes. A good many coast traders go along that way, and the large ships in the fall of the year, in heavy weather, use that [indicating on chart]. They follow this north shore down and square right away here [indicating].

Mr. GOULDER. There is an immense grain shipment from Port Arthur, and in the fall by our ships that go from Duluth there after having taken coal to Duluth.

Mr. COULBY. What we particularly need this for is the heavy weather in the spring and fall of the year, and this will be something as a guide to them, so that in making the north shore they can know where they are and square away.

The CHAIRMAN. The light-house at Grand Marie was put there because it was claimed that that was the place you made the north shore.

Mr. COULBY. I never knew a man to go over and make the north shore unless he was. That is of no value for the great trade from Duluth, Two Harbors, and Superior or the lake harbors coming through the Soo.

The CHAIRMAN. This used to be the course there?

Mr. COULBY. Never.

Mr. MANN. Does the course run southerly or straight west after you pass the middle of the lake?

Mr. COULBY. Here is the Soo. The course comes around North Point, and then they steer across to the islands, and then come across and make the north shore to square away there.

The CHAIRMAN. If they missed these islands they will come south even of Beaver Bay, apparently.

Mr. COULBY. No; they go west of Beaver Bay. You see, they try to get across here so as to just clear the islands, and then fetch the north shore.

The CHAIRMAN. The way you put it on the map is one way, and the way you put it in language is another way. That is what I am trying to find out. Would you run off here [indicating on chart] so as to come in south of Beaver Bay? Split Rock is above Beaver Bay?

Mr. COULBY. Here is Split Rock [indicating on chart] and here is Beaver Bay [indicating].

The CHAIRMAN. I understod you a while ago to say that it was north. It is southwest of Beaver Bay instead of north?

Mr. COULBY. Yes.

The CHAIRMAN. You said a while ago that it was north.

Mr. COULBY. I got mixed up.

The CHAIRMAN. That is what misled me. I thought Split Rock was up here [indicating on chart].

Mr. COULBY. No, it is right here [indicating].

The CHAIRMAN. A light-house at Beaver Bay would not be satisfactory?

Mr. COULBY. No.

The CHAIRMAN. That is not sufficient?

Mr. COULBY. No, not as satisfactory as at this point [indicating on the chart].

The CHAIRMAN. We have a light-house at Beaver Bay. I do not know that cuts any figure. What is this [indicating on chart]?

Mr. COULBY. That is Split Rock Point.

The CHAIRMAN. What sort of a location is that?

Mr. COULBY. It is high land. This shore is all high land along that entire length there [indicating].

The CHAIRMAN. Have you ever presented a request for that to the Light-House Board?

Mr. COULBY. No; we took it up with the Light-House Board yesterday.

The CHAIRMAN. How does it happen that you have not done that before?

Mr. COULBY. I am unable to tell you.

Mr. RYAN. Have you ever sailed there?

Mr. COULBY. No, but I have managed ships up there.

The CHAIRMAN. Marine interests are not usually so modest about making a request.

Mr. COULBY. I think the reason for that is that we have had no concerted action. We have had a good many accidents in this country in the last four or five years, but there does not seem to have been anything brought to the attention of the Board.

The CHAIRMAN. Of course you know we have an inspector whose business it is to attend to all requests made, and you have not even brought this to his attention.

Mr. COULBY. Yes, through the Lake Carriers' Association it has been.

The CHAIRMAN. Recently?

Mr. COULBY. Yes.

The CHAIRMAN. How much commerce is there by there; I do not mean exactly.

Mr. COULBY. The commerce by that point would now run over 30,000,000—probably 35,000,000—tons.

Mr. RYAN. That is half of the commerce of the Lakes?

Mr. COULBY. Yes.

The CHAIRMAN. Your claim for this proposition is that the vessels coming to Duluth pass Superior and Two Harbors?

Mr. COULBY. Yes, sir.

The CHAIRMAN. To the Duluth territory. Vessels are unable to tell where they are by the compass on account of the great bodies of iron ore and hence you make for the coast as a guide, and in shallow water you are not able to tell how near you are to the coast?

Mr. COULBY. Yes.

The CHAIRMAN. Suppose we put the light-house there. Of course for foggy weather you want a fog-signal station also?

Mr. COULBY. Yes.

The CHAIRMAN. Have you any other light between that point and Duluth that you know of?

Mr. COULBY. I do not think so.

The CHAIRMAN. Have you ever navigated here, yourself?

Mr. COULBY. No, sir.

The CHAIRMAN. Is there anyone present here who has?

Mr. COULBY. Yes; Captain Shaw is a navigator.

Mr. GOULDER. But, Mr. Mann, Mr. Coulby speaks of 200 masters who have discussed this subject.

The CHAIRMAN. Yes, I know. That is the argument, and we have heard a great many. Where we can we like to get a practical man.

Mr. COULBY. There should be a light-house on Knife Island, but we did not think that it was of enough importance to bring it up at this time.

The CHAIRMAN. Mr. Bede has introduced a bill for a light-house on Knife Island.

Mr. COULBY. Yes.

The CHAIRMAN. Just where is it?

Mr. COULBY. It is right here [indicating on chart].

The CHAIRMAN. In your judgment, this light-house at this point is much more important than the one on Knife Island?

Mr. COULBY. Yes; there should be one at Knife Island, too.

Mr. RYAN. That would be about 40 miles from the other lights?

Mr. COULBY. Yes.

Mr. RYAN. It would be more than that.

Mr. STEVENS. You consider that the light on Split Rock is necessary, and the other is advantageous?

Mr. COULBY. Yes.

The CHAIRMAN. Your company operates vessels under the same conditions that all the other people operate under up there?

Mr. COULBY. Yes.

The CHAIRMAN. There is nothing exceptional in that situation in regard to your company which should make you prefer Split Rock?

Mr. COULBY. No.

The CHAIRMAN. Very well. Let that go for a minute. What else is there?

Mr. COULBY. Here is another place where a light-house of the first order and fog signal are required, on Gull Island, which is an extension of Michigan Island. A year ago last fall one of the ships I managed went ashore there, and it cost us about a quarter of a million dollars to get her off. This fall another large steel steamer went ashore, and they very nearly lost her, in precisely the same place. That makes it necessary because there is no light to guide them for these islands in approaching from the eastward. There is a light on Michigan Island, on the westerly end of it, but it is of absolutely no use because the light is on the westerly end of the island and can not be seen from the eastward.

Mr. RYAN. What was that put there for?

Mr. COULBY. That was put there in the old days when Bayfield was a trading point and Ashland was unknown.

The CHAIRMAN. You say it is on the western end of the island and can not be seen?

Mr. COULBY. It is right there [indicating on chart], and the island is high so that you can not see that until you get right here [indicating on chart].

The CHAIRMAN. Now, as to Gull Island, you do not want a light-house there?

Mr. COULBY. That light-house is of very little use there.

The CHAIRMAN. Would not a gas buoy without the light-house there be sufficient?

Mr. COULBY. No; there ought to be a good light on Gull Island.

The CHAIRMAN. Do you know what it would cost to put one there?

Mr. COULBY. \$100,000.

The CHAIRMAN. A little thing like that does not cut much ice, I suppose.

Mr. COULBY. Not with the amount of commerce that comes in there.

Mr. RYAN. Might that other light be abandoned then?

Mr. COULBY. No; it ought to be on the other end of the island.

The CHAIRMAN. If that was abandoned, would not people coming from Ashland make the same complaint that you make now?

Mr. COULBY. No; for the reason that when a man is going out he is coming out of this pocket all the time [indicating on chart]. He does not need it so much, but that is the guide for a vessel getting in here [indicating on chart].

The CHAIRMAN. He wants to know the way out, too.

Mr. COULBY. I have never heard of a man who would care much for that light going out as compared with having a guide coming in.

The CHAIRMAN. It is quite safe to say that when that light was put there that was what the mariners wanted there.

Mr. COULBY. You can not see that light when you get abreast of it on this course [indicating on chart].

The CHAIRMAN. Why do you say that you need a light of the first order there? There is no shoal water there.

Mr. COULBY. This end of the island, which is submerged [indicating on chart] is Upper Michigan Island.

The CHAIRMAN. I thought this was Gull Island away out here [indicating on chart].

Mr. COULBY. That is Gull Island Shoal; that little spot there [indicating on chart].

Mr. STEVENS. What is the commerce of Ashland?

Mr. COULBY. I should say about 7,000,000 tons—probably 5,000,000 tons.

Mr. STEVENS. Is it ore?

Mr. COULBY. Ore and coal and grain.

Mr. STEVENS. Lumber?

Mr. COULBY. Yes; there is quite a little lumber out there. I think possibly Captain —— can tell you about that. I am now speaking for all of our captains who have taken this matter up and made this recommendation, and for the Lake Shore Carriers' Association.

Mr. STEVENS. Which is of the more importance, the one at Gull Island, or that at Split Rock?

Mr. COULBY. Split Rock is the most important, because there is such a great volume of commerce going to Duluth. Split Rock is more important for the Ashland trade.

The CHAIRMAN. What is your next proposition?

Mr. COULBY. That is on the Straits of Mackinac. The next proposition is to give us a permanent fog signal at White Shoal instead of a light-ship.

The CHAIRMAN. What is the matter with the light-ship?

Mr. COULBY. The matter with the light-ship is that because of the fear of the running ice they do not put it out until late in the spring, and for fear of ice forming they take it in in the fall too early, for fear there will be ice, they sometimes take it in quite a little while before ice begins to form, and that is the most important turning point on Lake Michigan to-day. All the ships coming from Lake Superior and Lake Erie and Lake Huron turn there, either to make this direction or that direction [indicating on chart].

Mr. RYAN. What do they make their course by, then?

Mr. COULBY. By this light-ship at White Shoal.

Mr. RYAN. What is the trouble with that light-ship?

Mr. COULBY. As I have said, in the spring they do not put it out until all the ice has cleared out of the lakes, and in the fall they take it in earlier for fear of the ice forming. There is a good deal of current through those straits. What they want there is a permanent light, a light-house instead of a light-ship. There is the keynote, gentlemen, to Lake Michigan in the spring and fall of the year. In fact at all times.

The CHAIRMAN. You say at all times. What proportion of the vessels go down by White Shoals, and what proportion go south between Grays Reef and—what is it, Waukeshon?

Mr. COULBY. Sometimes boats go around this way [indicating], if they are going to Escanaba and Manitowoc, and sometimes Chicago; but if they can go between Simmons Reef and White Shoal they keep it to starboard going up.

The CHAIRMAN. As it is now, all your vessels coming through the Straits, coming west, come through where there are a large number of light vessels, light-ships, around there, and have to turn at a place that is not very wide?

Mr. COULBY. Yes.

The CHAIRMAN. And you want a permanent mark there, so that you can tell it at all times of the year?

Mr. COULBY. Yes.

The CHAIRMAN. The trouble there is in the spring?

Mr. COULBY. Yes, and in the fall; more in the fall.

The CHAIRMAN. More in the fall?

Mr. COULBY. Yes. The Light-House Board gets afraid of the ice and takes the light-ship away.

The CHAIRMAN. How early?

Mr. COULBY. Ten, fifteen, or twenty days before navigation closes.

Mr. RYAN. Do you mean early in November?

Mr. COULBY. No.

The CHAIRMAN. They do not take in the light-ship in the fall until it commences to freeze or there is great danger of it?

Mr. COULBY. Oh yes, they do.

The CHAIRMAN. I think that you will find that you are mistaken about that. What will that cost, on White Shoal?

Mr. COULBY. I do not know; that will probably cost more than any of them. It is deep water there. It will probably cost \$125,000 to put a permanent light on White Shoal.

The CHAIRMAN. Yes; it would be a rather expensive proposition.

Mr. COULBY. That is the most expensive of the three. The cheapest one would be the Split Rock one.

Mr. RYAN. You have one more, have you?

Mr. COULBY. Yes; we have one more only.

The CHAIRMAN. Where is this?

Mr. COULBY. Down in Southeast Shoal off the North Manitou. There is a gas buoy there now, and we would like a light-ship with a fog whistle.

The CHAIRMAN. Where is that?

Mr. COULBY. On the Southeast Shoal, off North Manitou Island.

The CHAIRMAN. The Southeast Shoal?

Mr. COULBY. Yes.

The CHAIRMAN. We now have a first-order light, or perhaps it is a second-order light, off North Manitou.

Mr. COULBY. Yes.

The CHAIRMAN. And one at South Manitou?

Mr. COULBY. Yes; but you have a gas buoy on the Southeast Shoal, off North Manitou?

The CHAIRMAN. Yes.

Mr. COULBY. The gas buoy they can not find in foggy weather. They want something there that will make a noise, so that they will have warning when there is a fog. Nearly all of the ships coming down come through that passage, and they can not tell from the Manitou buoy just how far they are off it, and they want something to designate that Southeast Shoal, so as to get through there.

The CHAIRMAN. They can tell pretty closely where they are without that.

Mr. COULBY. They can not tell close enough to get through there. That is the trouble. It is quite a little distance from that Southeast Shoal to North Manitou, and the fog whistle is pretty deceptive.

The CHAIRMAN. For the same reason they would want a light-ship everywhere where they have a fog whistle.

Mr. COULBY. They have got to keep away from this [indicating on chart] and they have to keep away from that Pyramid Point, and they want something to determine just where that is.

Mr. RYAN. Have there been any wrecks there recently?

Mr. COULBY. Yes, some. We had one boat that went on the shoals, trying to keep off South East Shoal. There was one on North Manitou last year.

Mr. RYAN. The principal commerce goes through that port?

Mr. COULBY. They are afraid to go out this way, for fear of this shoal [indicating on chart]. If they could get out this way [indicating] they have clear water up Lake Michigan.

The CHAIRMAN. Personally I want a pretty strong case before I favor a light-ship. It is expensive, and is very expensive to maintain. It costs \$5,000 or \$10,000 a year to maintain a light-ship, and on account of the depreciation it is far more expensive than anything else.

Mr. COULBY. If we can get something that can make a noise, that is all we want. The trouble with bell buoys is that if it is foggy, there is no wind, it is still. Now, we have a good many more things that are being brought up; but those, in our judgment, are the most important things and they are very necessary.

Mr. RYAN. Have any of the things you have asked for now ever been asked for before?

Mr. COULBY. No; except that Gull Island was asked for; but we were unable to agree as to just where to put it.

The CHAIRMAN. These aids which you have asked for now are located in either Lake Superior or Lake Michigan?

Mr. COULBY. Yes.

The CHAIRMAN. Are there none in the Straits?

Mr. COULBY. No; the one that I have asked for is in the Straits; that is, we call it in the Straits.

The CHAIRMAN. That is White Shoal?

Mr. COULBY. We call that in the Straits.

The CHAIRMAN. That is in Lake Michigan. But there is a long space there that is in the Straits.

Mr. COULBY. I have not heard of anybody asking for anything more in the way of permanent light-houses.

The CHAIRMAN. Do you know what we have provided up there that are not erected?

Mr. COULBY. No, sir.

The CHAIRMAN. The difficulty with us is that one set of gentlemen will appear before us at one time and insist that certain things are absolutely necessary and essential for navigation, and then another set will come before us, and they never heard of such a thing. We provided in the last Congress for a number of aids to navigation that apparently you do not think are necessary.

Mr. COULBY. I would not say that.

The CHAIRMAN. You do not know where they are, and you have not indicated that they are necessary, although last year the Lake Carriers' Association insisted that they could not live without them.

Mr. COULBY. I can go on and give you a lot of other things that are necessary.

The CHAIRMAN. I think it would be a good thing for you to go along and tell us what they are and where they are, because we want to know.

Mr. COULBY. The upper end of Saint Mary's River. Our captains ask that a light ship or a fog signal be placed on this Gross Cap. There are a lot of shoals making out here [indicating on chart]. They ask for a light ship to be placed on Gross Cap as a guide to them coming down there in foggy weather. The masters ask that a light ship be placed on Gross Cap at the head of the Soo River, right opposite Point Iroquois. There is a gas buoy there now.

The CHAIRMAN. What is it that you want there now?

Mr. COULBY. A light ship with a bell or fog signal attachment.

The CHAIRMAN. For the same reason that you want one down there? [Indicating on chart.]

Mr. COULBY. At South East Shoal?

The CHAIRMAN. Yes.

Mr. COULBY. Yes. In foggy weather they can not find the gas buoy and can not tell where it is. If they have something there to make a noise they can locate it in foggy weather.

The CHAIRMAN. What do they do now?

Mr. COULBY. They take the chance on finding it. There are a good many fellows go on the bottom on one side or the other.

The CHAIRMAN. They do not have accidents down around there very often, and if they do it is through bad seamanship. The question is whether it interferes with the speedy movement of the vessels.

Mr. COULBY. That stops them. They have to wait until it clears up and they can see the gas buoy and where it is.

The CHAIRMAN. I was out on Lake Michigan in a light-house tender last summer, and we never stopped for anything or stopped to pick up anything.

Mr. COULBY. They stop there a good deal when they can not pick up that buoy.

The CHAIRMAN. That is needed for the same reason. What else have you?

Mr. COULBY. On this question of gas buoys I did not prepare a brief.

The CHAIRMAN. The Department has authority to erect gas buoys out of the appropriation.

Mr. COULBY. There ought to be an acetylene gas buoy at that point, in that same group of Apostle Islands, on York Island. Those islands are the only place a boat can make a lee in a northeaster,

and there was a vessel lost there last year, and there were a number of lives lost. That was last season. There is nothing out there to denote the turning point.

Mr. RYAN. What are they trying to make there?

Mr. COULBY. To get in back of the island, or to come down to Duluth or Superior. It will save all this running around here [indicating on chart]. I do not think it is a question of saving life, but of saving property. The *Savona* went out there, and there was not anything to denote just where she was to turn, and she came in and struck one of these reefs, and there was a total loss. They are all now afraid of it. They could make those islands in a northeaster if they could only find something there to denote a turning point. I think that of all the places on the lake where a good buoy is needed, it is right at that place, when you take into account the saving of life and of property.

The CHAIRMAN. Do a great many of the boats make both those points coming from Duluth?

Mr. COULBY. This is right in the course, and if there is a northeaster coming down, especially they like to make the lee of the islands; but there have been so many accidents coming in there that they are all afraid of it. If they get a little too far down they are on these shoals [indicating on chart], and if they turn a little too quick they are on these shoals there [indicating]. This would make a good lee, especially for those little fellows, if they get caught out in heavy weather.

The CHAIRMAN. If you got that how long would it be before you would want a light-ship there with a fog signal?

Mr. COULBY. Probably not very long. After they began to find out what an advantage there was in being able to make the lee of those islands in heavy weather it would not be very long.

Mr. RYAN. What do they do now with a vessel that is abreast of the Apostle Islands in heavy weather?

Mr. COULBY. They have to go out and take it, unless they want to take the chance of going in there and take the risk of being wrecked.

Mr. RYAN. I would be glad if you would put those figures in the record.

Mr. COULBY. We would be glad to do that.

The CHAIRMAN. Do not take the time to do that now. Is there anything else; are there any others?

Mr. COULBY. No others that I know of, except those that I think have been provided for in the way of gas buoys for the made channels.

The CHAIRMAN. There is this in connection with the light-ship question. The Government is now experimenting, or has been, with these submarine signals, and if that is a success, as the people who know about it claim that it is, I do not know but it might be possible to have some mechanism to operate bells under water at all of these places, instead of fog signals. Fog signals are not very satisfactory.

Mr. COULBY. We are going to test that out on the lakes this year. We are going to have one or two of those submarine signals put in and test that with our ships. We are very much interested in that. But the trouble is this: They have got to have deep water for sub-

marine signals. They may work it out. We will know all about it next fall.

The CHAIRMAN. It will be a great thing if it proves successful.

Mr. COULBY. Yes. We are quite willing to expend any amount of money that is reasonable, ourselves, to test that.

The CHAIRMAN. I must leave you now, I am sorry to say. Mr. Stevens will continue and hear anything further that you may have to say. I do not know whether we can get a bill through Congress this year, or try to, or not. We have got to try to provide for some lightkeepers' buildings, because there are many places where it is out of the question to get any sort of good service in bad weather unless we provide some sort of place for the men to live close to the light-houses. Just how it will be in regard to this matter this year I do not know. We have provided more aids to navigation in the last two or three years than have been provided before at any time within the history of the country, I guess.

Mr. GOULDER. I would like to leave this thought in your mind: You know that thing is growing. It is like a boy growing out of his clothes, and it is growing more and more, and things are developing, and every year it is getting to be a more remarkable thing.

The CHAIRMAN. You mean the lake navigation?

Mr. GOULDER. Yes.

The CHAIRMAN. Yes, I understand that; but you want to remember one thing: There is no way of taking a dollar out of the Treasury without putting it in the Treasury. You gentlemen pay nothing—

Mr. COULBY. Yes, we do.

The CHAIRMAN. Practically nothing, in local or general taxes.

Mr. COULBY. We pay a lot of money back to the people in this country for what they do.

The CHAIRMAN. I am not complaining; but you do not pay much, and you always want money expended. Of course conditions should be improved and commerce should be free, in order that rates of freight should be low.

(Mr. Stevens here assumed the chair, Mr. Mann having left the committee room.)

Mr. STEVENS. In the bill that was passed last session we put in everything that was called to our attention.

Mr. COULBY. I will just state one item of freight alone. In 1901 the movement of iron ore from this end of Lake Superior to Duluth, Two Harbors, and Superior was 10,700,000 tons. In 1906—that is the year that we have just closed—the movement of ore alone from those three ports was 25,380,000 tons. Now, there is no place in the world where as much freight is moved on a body of water of the same size as on these lakes, and there is no place in the world where we are so much dependent upon the aids to navigation—lights, light-ships, and buoys—as we are on the Lakes, for the simple reason that we can only navigate during the summer. In the winter it is frozen up. I think I can safely say that last year fully one-third of our navigating season on Lake Superior was through fog. I myself made three trips from the head of Lake Superior to the Soo on ships when we never saw anything; only once we caught the high land on Keweenaw Point.

Gentlemen, I respectfully take issue with the statement that we do not do anything for what we get. You, gentlemen, have given us

these aids to navigation through the deep channels, which have enabled us to do the increased volume of business which we have done. We have been able to do that because of these aids to navigation and the deep channels. When you get up by this point [indicating on chart] and get to going into this pocket [indicating] with your compass you do not know anything at all about it. There have been ships strewn all along that north shore from Duluth up to the head of the islands. It is absolutely necessary, and as to the reason why we have not been here before for some of these important things, I can only say that it is from the fact that our business has been growing so fast, and it has been so much in the pioneer stage, that we have not gotten ourselves together. We have had ships going ashore here and there, all along; but the trouble is that we have not gotten together. But we have now got our organization snuggled up and arrangements made by which we are keeping track of these things.

Mr. RYAN. Tell us about the Lake Carriers' Association?

Mr. COULBY. It represents every ship that sails these lakes. I am only one member of this association.

Mr. STEVENS. Does not the Light-House Board treat you well?

Mr. COULBY. Yes; and we went over this year with the Light-House Board, and they were in hearty sympathy with this.

Mr. STEVENS. When did you go over it?

Mr. COULBY. Yesterday.

Mr. STEVENS. They have made no report to us.

Mr. COULBY. Yes; it has not got around to you yet.

Mr. STEVENS. The difficulty is that every part of the country is pressing for aids to navigation, and we can not make a separate bill for each one, but they have all got to be bunched, and put into an omnibus bill; and we passed the largest bill last year that was ever passed in the history of the country, and we thought we treated the Lakes pretty well.

Mr. COULBY. You did; and we are not complaining at all; but we are glad and we are thankful for what you have done.

In coming here to-day we have not brought before you every project that every man has put forward. We did not think that it was right to come down here and ask for everything that every man asked for; but we cut out everything except what they were unanimously agreed upon was absolutely necessary. If there was any division of opinion, and some man said "I don't know about that," we did not consider it at all; but these things that we have brought up here to-day are those things that have been unanimously agreed upon as being necessities.

Mr. RYAN. We have that same thing said to us in regard to projects on the Pacific coast and the Atlantic coast, and the Gulf coast, and over in our island possessions.

Mr. COULBY. Yes; I suppose so.

Mr. STEVENS. The thing of first importance here, you say, is Split Rock?

Mr. COULBY. Yes.

Mr. STEVENS. And the second in importance would be Gull Island?

Mr. COULBY. Yes.

Mr. STEVENS. And the third in importance would be White Shoal?

Mr. COULBY. Yes.

Mr. STEVENS. And the fourth would be what?

Mr. COULBY. The fourth would be the Rough Shoals, the South East Shoals. But, gentlemen, they are all unanimously in favor of this.

Mr. RYAN. How about Manitou?

Mr. COULBY. That is Manitou Island to South East Shoals.

Mr. RYAN. I do not think they need that very badly.

Mr. COULBY. There is need for something on White Shoals. Of course it is not needed there all the time. But there ought to be a light-house on White Shoals. It is the turning point. You have got to go by there to go any place on Lake Michigan, east or west or south; you have got to go by White Shoals.

Mr. RYAN. If White Shoals was replaced by a light-house, it would be well to take that light-house down to Manitou; but I do not think otherwise it would be.

Mr. GOULDER. We have put these projects in the order of importance. We say that if we can get them all, we will be glad. But the first on our list is the first in importance in the minds of the lake navigators, and the second on our list is the second, and so as to the third and the fourth.

Mr. STEVENS. We have a hearing on Saturday on a Pacific coast project, and at that time I gave notice that I should insist on consideration of some lake projects. You had better get here what you have by that time.

Mr. COULBY. We have it here now.

STATEMENT OF MR. J. H. SHEADLE, VICE-PRESIDENT OF THE LAKE CARRIERS' ASSOCIATION.

Mr. SHEADLE. In answer to the question as to whether these things recommended are the most important things, I would say that a number of communications were presented to the Lake Carriers' Association meeting held at Detroit last week, and then a committee took those and went over them, and codified them, and they were then presented to the entire Lake Carriers' Association, and this is the result.

Mr. GOULDER. I presume that we had at that meeting considerably more than 100 individual owners and managers present. How many were there, Mr. Sheadle?

Mr. SHEADLE. How many individuals?

Mr. GOULDER. Yes.

Mr. SHEADLE. Those representing nearly 500 ships.

Mr. GOULDER. We always, as a feature of our annual meeting, have a dinner, and I think there must have been eighty at that dinner. There were at the meeting those representing every kind of interest, bulk freighters and lake lines, and big and little, and everything.

Mr. STEVENS. Do you know whether the Light-House Board would be ready to report, if we summoned them here on Friday, on any of these propositions?

Mr. GOULDER. I think they would be ready to report. I should judge—of course they have not committed themselves in anything—that they would be ready to report favorably on each of these propositions.

Mr. STEVENS. They are ready to give their opinion and information?

Mr. GOULDER. Yes.

Mr. RYAN. Without reference to the engineer in charge?

Mr. GOULDER. The engineer in charge has gone over this. That is, Captain Keller. I remember we had a joke about it; he was captain that evening, and was to be major the next day. He is now Major Keller. We went over it with him very, very carefully, and whatever may be the process, I think, my impression is, he is quite impressed with these things and the value and the necessity of them; and then if you can judge anything by the expressions made by the Light-House Board here, I should say that they were favorably impressed, that their opinion would be favorable on this. We went over with them more things than we have gone over here, and discussed them, and it was after discussion with them that we prepared our brief, and we have agreed with them to submit either a similar brief or a copy of this we have, as a memorandum for their further consideration; but I should say from their expressions that if your committee would pass this through, if we could get this through, they would be in favor of it. I think that is their mind about it.

Mr. STEVENS. There is only one safe way to protect the interests of the Government. We realize the importance of lake traffic, but the very moment we let down the bars the Pacific coast would swamp us with requests; and we always insist on a certain course of procedure, and that is the only way we can protect ourselves and the House and Congress and the Treasury, because every Congressman would come here and take his chances on the approval of the board afterwards. We want things to come up in the regular way.

Mr. GOULDER. Now, Mr. Stevens, we are extremely careful about that, or try to be, and we tried last year with the district officer and the Light-House Board, and with your committee. We try to bring forward only those things which can be thoroughly justified, not from any particular interest or point of view. Our Lake Carriers' Association, you must understand, is not one which deals with localities, with individual matters of any kind. We will not do it and do not do it. But since we are an organization, representing and including in our organization all the lake interests, we endeavor to confine ourselves, and I think have pretty successfully done so, to those things which are of and for the general interest. We try religiously to observe that rule.

Mr. STEVENS. I wanted you to realize our situation, and the fact that we have a regular course of procedure, and that it is necessary to protect ourselves and Congress.

Mr. GOULDER. Yes. We have taken this up with the district officer and with the Light-House Board, and have given them the data which we leave with you; and we believe, earnestly and seriously believe, that the things we present are those things which are of general interest, which are important, and which do, upon the closest, most perfect investigation, justify themselves as being necessary and worth the cost to the Government, to the general cause represented by your committee, and the Light-House Board. I do not think that you will find the Lake Carriers' Association ever coming, consciously, with a thing that is not of general interest to navigation, and of suffi-

cient importance. Of course, we all realize the difficulty about the money, the cost, and all that sort of thing, and we have that in mind when we figure out these things. We try to put ourselves, each one of us, in the position that you as an individual are in, as a member of this committee, and we try to take that point of view and not ask things that are not important and do not justify themselves.

And we are willing to submit this to any investigation that could be possible from any point of view, and we court that sort of inquiry and investigation into it, and we believe that we know we are right, and that no investigation could furnish any flaw at all, or do other than strengthen the representations that we make.

We leave this with you, with every assurance that that is the case. If it is not, we are mistaken; and we think we know, of course.

Mr. STEVENS. Yes; you do know, of course. We realize that.

Mr. GOULDER. It is not the vessel owner; it is not the shipper. We have now come to the point with our association where we have the masters with us. It is not the master of one fleet, but the masters of various fleets who make their reports, and the Shipmasters' Association make their report, and we sift it all out, giving a great deal more time to it than, of course, it would be possible for a committee of Congress to give to this particular department of the work, because you have so many departments; and we seek to come here to your committee and say, "Now, here is the best judgment that can be got from the people who are transacting 75,000,000 tons of commerce up there. Here is the best judgment we can give you." And we want to be reasonable about it, and we do not want to ask anything but what is reasonable.

Mr. STEVENS. You are doing just right, and we have confidence in you, and rely on you; only we want you to understand that we exact the same thing of others, and we can not give you a bite now, and another fellow a bite a month later, and another next session. We have to limit the thing. If we gave you the things that the lake people wanted, we would have the Gulf people, and the North Atlantic and the South Atlantic and the New England coast people, asking us for the same thing, and the Pacific coast people. We have to adopt a uniform plan, and take these things and bring them all together, as you do in the interests of the lakes; and in order to do that we have to rely on you, and we do rely on you in cooperation with the Light-House Board.

Mr. GOULDER. You may rely on these representations we make as being general.

Mr. STEVENS. Only, we have to exact that you have to go through the same routine that others do with the Light-House officials.

Mr. GOULDER. We do; and the only idea that I wish to convey is that we have sifted this carefully. We are not coming here without the greatest care in ascertaining what should be for the good of that commerce. We have done it, and done it thoroughly, and have done it honestly, and in good faith, and with no particular or special interest in the matter at all, but for the general advantage of that trade, that commerce, up there.

Mr. COULBY. As I understand, it is necessary to have the recommendation of the Light-House Board, and, of course, they in turn would want the recommendation of the district officer.

MR. STEVENS. Yes; that is the uniform course of procedure. I do not think we put a single thing in the bill last year except after that course. We put in \$2,300,000 worth of work, and that represented probably 50 or 75 different projects. You see the necessity for following that course.

MR. COULBY. Yes; I do. That is the way we have gone at it. We have boiled the whole thing down. We took the whole thing up with the Light-House Board and they have jurisdiction over such things as the placing of a few more gas buoys in the main channel; but the only things that we thought we would bring up before you gentlemen were the things that required legislation. We just took those. The Light-House Board people entirely agreed with us on the gas buoys. They said "If we get the money, you ought to have them, and we will give them to you." But legislation was required for these things.

MR. STEVENS. Mr. Young, representing the upper peninsula of Michigan, brought up a light that he wanted at Grand Island. Is there anything more?

MR. SHEADLE. Nothing more than this, except that there is no place of refuge between Kewenaw Point and White Fish Bay, a stretch of water of 120 miles.

MR. GOULDER. It is more than that. It is 116 miles from Marquette to White Fish Point.

MR. COULBY. It is about 120 or 130 miles. [Measuring on chart.] 120 or 130 miles.

MR. SHEADLE. Munissing Bay is one of the best protected bays and it has been somewhat neglected in its range lights, or rather the ranges, and vessel interests have asked that some new ranges be put in there so that they can get in. That is a very simply proposition.

MR. STEVENS. Did your association consider that question at all?

MR. SHEADLE. Yes, sir. We took that up with the Light-House Board. We did not know that any legislation was required.

MR. STEVENS. I do not know that there is.

MR. SHEADLE. It was one of the general items.

MR. GOULDER. Yes.

MR. COULBY. I want to thank you on behalf of myself and the committee for the kind consideration that you have given us. We have these things very much at heart, because we think we need them, not only for our ships, but to develop the commerce of the Lakes.

At 5.30 o'clock p. m. the subcommittee adjourned.

JANUARY 16, 1907.

To the Honorable Committee on Interstate and Foreign Commerce.

GENTLEMEN: We respectfully urge the necessity to the rapidly growing commerce of the Great Lakes of the following aids to navigation. These have been considered with the greatest care by our association and its committees after full conference with the masters of the ships, and they have received the earnest recommendation of the masters and pilots in their associations:

1. A light-house of the second order, with fog-signal attachment, to be erected on the north shore of Lake Superior, in the vicinity of Split Rock, Minnesota, preferably on Carborundum Point, lying about half a mile north of Split Rock. There is at present no light-house on the north shore of Lake Superior between Grand Marais and Two Harbors, and it is extremely difficult to locate Two Harbors in a fog or storm, owing to the uncertain variation of the compass on the north shore of Lake Superior, due to the vast metallic deposits in that vicinity, and also owing to the dangerous character of the

coast all along the north shore. During the past two years there have been disasters in this vicinity amounting to over \$2,000,000, the total loss of the steamer *Lafayette*, the barge *Madeira*, the steamer *Spencer*, and the barge *Pennington*, and serious damage to the steamer *Edenborn*, the barge *Manila*, the steamer *George W. Pearey*, and others.

It is the experience and opinion of masters that this is the natural place to make a landfall in approaching the head of Lake Superior, and a good light and a good fog signal at that point would greatly enhance the safety of navigation in all weathers at the head of the lake.

2. A light-house of the second order with fog-signal attachments on the easterly end of Gull Island, which lies to the extreme east of the Apostle Group of Islands at the head of Lake Superior. A year ago the steamer *William E. Corey* went ashore on this submerged reef, resulting in a loss of about a quarter of a million dollars. Last fall the steel steamer *Ireland* went ashore in the same place, resulting in a loss of about \$200,000. There is a light-house on the westerly end of Michigan Island, of which Gull Island is a continuation easterly, but the Michigan Island Light can not be seen by mariners approaching from the eastward until they are abreast of the light. Michigan Island Light was established many years ago when there was no trading into Ashland, and was a guide to mariners from the Portage Canal and Ontonagon to Bay Field before the development of the great ore shipping point of Ashland.

3. The establishment of a permanent light-house of the third or fourth order, with a fog-signal attachment, on White Shoal Straits of Mackinac. This shoal is now marked with a light-ship, but through fear of running ice in the spring and fall, this light-ship can not be put in position in the spring until late, and is taken in early in the fall before navigation closes, leaving the shoal with no visible mark as a guide to the masters. Furthermore, this in the development of navigation has become the turning point for ships navigating either way through the Straits of Mackinac.

4. The establishment of a light-ship with fog-signal attachment on Southeast Shoal, North Manitou. Very important and rapidly increasing commerce is passing this place, which is right in the main track of ships trading to the upper end of Lake Michigan, and in which vicinity there have been serious disasters within the last few years.

Respectfully submitted for your favorable consideration.

THE LAKE CARRIERS' ASSOCIATION.
By J. H. SHEADLE, *Vice-President*.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE.

HOUSE OF REPRESENTATIVES,
Washington, D. C., Friday, January 18, 1907.

The committee met this day at 10.30 o'clock a. m., Hon. William P. Hepburn in the chair.

STATEMENT OF HON. FRANCIS W. CUSHMAN, A REPRESENTATIVE FROM THE STATE OF WASHINGTON.

Mr. CUSHMAN. Mr. Chairman, I wanted to bring a matter to the attention of the committee this morning, and perhaps it will take me seven or eight minutes.

The CHAIRMAN. We have a special order this morning, but I suppose your statement is short.

Mr. MANN. I may say, Mr. Chairman, in that connection that there are several other gentlemen here with light-house projects who would like to be heard. Mr. Green, of Massachusetts, asks for a light vessel, and he has some constituents here who wish to be heard on that subject.

Mr. CUSHMAN. I have no objection, and can only say to the committee that my presentation of it will not take any considerable

length of time, and I am willing that any gentleman should comment upon it.

The matter that I wanted to bring to the attention of the committee is Senate bill 6003, which passed the Senate on the 10th day of May, 1906, a year ago. That bill provides in substance for the location and maintenance of a light-ship on Forty-Fathom Bank, off the entrance to Puget Sound, at a point known as Swiftsure Bank, and at a cost not to exceed \$150,000. Heretofore, when I had this matter up, it was suggested by one member of the committee that the omnibus light-house bill which was passed a year ago, being H. R. 19432, and which was approved June 20, 1906, made general provision for all of the light-house districts in the United States, and that inasmuch as my State of Washington had been amply provided for on that bill, perhaps I ought not at this time to call up a special bill. I simply wanted to remark in passing that that general omnibus light-house bill which was passed a year ago carried appropriations for the light-house service to the extent of \$2,067,000, and of that amount there were two projects only cared for in the State of Washington, at a total of \$15,000.

Now, I merely mention that to show that in the bill of a year ago I did not commit a rape on the Treasury.

Mr. MANN. Will you permit me to call your attention to the fact that your figures are erroneous, both as to the amount of the bill and as to the amount carried for the State of Washington?

Mr. CUSHMAN. I was going to modify that statement, so far as to say that the items provided for in the Thirteenth light-house district, in which my Congressional district is situated, aggregated \$380,000; but the only two light-house establishments provided for in my State were a keeper's dwelling at Robinsons Point and a fog signal at Ediz Hook; the keeper's dwelling to cost \$5,000, and the fog signal to cost \$10,000, making in all \$15,000.

Now, there was also a provision to provide a light at the mouth of the Columbia River. There was a light tender provided for the Thirteenth district, and a light provided for at Cape Hinchinbrook, Alaska. The two items for my State, however, aggregated only \$15,000.

Mr. RYAN. To what State do you credit the Columbia River item?

Mr. CUSHMAN. The State of Oregon. When the upper Columbia River is improved it may be of benefit to the State of Washington, but at present the commerce of the Columbia River is chiefly advantageous to the city of Portland, Oreg.

Coming to this bill, Senate bill 6003, a year ago, when this matter was under consideration, Senator Piles, of the State of Washington, secured the passage through the Senate of this independent bill providing for this light-ship. I was unable at that time to get it favorably reported here, and therefore I called the attention of Senator Piles to the matter and suggested that he secure its insertion in the sundry civil bill in the Senate, and he did it last year, providing for an appropriation of \$150,000 for a light-ship. It went to conference, and the conference committee would not agree to the retention of that item, and therefore, in a legislative sense, it was struck out. But through an error in the office of the enrolling clerk, the item was retained in the bill and signed in that form by the President and

printed in the law. I deem it proper to state, however, that neither Senator Piles nor myself ever attempted in any way to take advantage of that, and at the beginning of this session, at the suggestion of Mr. Mann, the gentleman from Illinois, I went to the House Committee on Appropriations and had that Committee insert in the urgent deficiency bill, which was one of the first general appropriation bills of this session, an item repealing that item, and that was passed and approved in the early part of this session—approved on December 19, 1906; so that I stand, in a legislative sense, I think, with clean hands, where I did last session.

Mr. MANN. There is no doubt about that at all, Mr. Cushman. Nobody will question that.

Mr. CUSHMAN. Now, coming directly to the merits of this bill, I thought perhaps my side of the matter might be aided a little bit by means of a chart or map, which I have prepared. One of the things which it seems to me is important in the consideration of this question is how much shipping goes in and out of Puget Sound. The place where this light-ship is proposed to be located is at the entrance of Puget Sound, as I said in the beginning, and practically every ship that comes in and every ship that goes out of Puget Sound must pass this point. The only exception to that rule is in the case of ships leaving Seattle and Tacoma, going up to southeastern Alaska, and to Vancouver and Victoria, B. C.

Now, in order that the committee may have some understanding of the magnitude of the shipping there, I had a little statement compiled showing the relative number of vessels in the foreign trade coming into Puget Sound as compared with those coming into San Francisco and those coming into the port of Boston for the year 1906. I wish the committee would give me their attention while I read these figures.

The number of vessels that entered Puget Sound (foreign) for the year 1906 was 1,974—almost 2,000 vessels; the number that entered San Francisco (foreign) during that same period was 397; the number entering Boston (foreign) during that same period was 1,635, showing more foreign vessels entering Puget Sound than entered the harbor of Boston, and a great many times more than entered the harbor of San Francisco.

Mr. MANN. Are you sure those are foreign vessels out there, or are they vessels coming mostly from Alaska?

Mr. CUSHMAN. No, sir; they are foreign vessels. The vessels from Alaska are in the coastwise trade. I went to the Bureau of Statistics and also the Treasury Department, and they have no figures showing the coastwise trade.

Mr. MANN. Did you get these figures from the Bureau of Statistics or the Government engineers?

Mr. CUSHMAN. From the Bureau of Statistics.

Mr. STEVENS. Which way would the Alaska commerce come—inside the passage or outside?

Mr. CUSHMAN. Both ways. That from Skagway and Sitka and Ketchikan goes out in the inside passage. The boats going up to Nome and Valdez and St. Michael and the mouth of the Yukon River go out this way [indicating on map], so that the Alaska trade is divided in that respect.

The CHAIRMAN. Those vessels that come in through this passage for Victoria and Vancouver—do you count them as vessels entering Puget Sound? Would they be included in the 1,900 that you have mentioned?

Mr. CUSHMAN. That would depend entirely upon whether or not they were foreign vessels and coming to American ports. If they were foreign vessels, and after touching at Victoria and Vancouver came on into American territory, then, in my opinion, they should be counted.

Mr. MANN. I think you have an erroneous notion about the information of the Bureau of Statistics with respect to foreign vessels. A foreign vessel is a vessel that clears to and from a foreign port; and most of the vessels that are marked as being in the foreign trade and as coming into Puget Sound are, to my notion, vessels that clear from just across the Straits.

Mr. CUSHMAN. Oh, I beg your pardon. Perhaps I did not apprehend the full meaning of the chairman's question. I thought he wanted to know whether the vessels that came from China and Japan, etc., and first touched at Vancouver and Victoria were counted. They are; and also those vessels plying between Victoria and Vancouver and the American side are counted.

Mr. MANN. A great many of those are what would be coastwise trade in any other place in the United States, except where they come in at the boundary line of the United States and a foreign country.

Mr. CUSHMAN. That is largely true.

Mr. STEVENS. But these figures do not include the vessels bound from San Francisco and other southern ports into Puget Sound?

Mr. CUSHMAN. No, sir; the coastwise trade of that region is very large.

Mr. STEVENS. That is what I was going to ask you.

Mr. CUSHMAN. Yes; it is a very large coastwise trade.

I will also read the figures covering vessels that cleared from the Puget Sound district. There were 2,020, and during the same period there cleared from San Francisco 382 vessels, and there cleared from Boston 1,464 vessels. Now, I thought those figures were important as showing the large number of vessels entering and leaving Puget Sound.

Mr. BARTLETT. Is that anywhere near where the terrible accident occurred?

Mr. CUSHMAN. Very near. I will refer to that in a moment.

The CHAIRMAN. Will you point out on the map there the situation of Victoria?

Mr. CUSHMAN. Yes, sir; Victoria is right here [indicating on map]; and for the benefit of the committee I will say, in explaining this map, that this [indicating] is the forty-ninth parallel here, representing the international boundary line. All of this [indicating] is the State of Washington. The international boundary line runs out along the forty-ninth parallel to the middle of Georgia Straits at this point [indicating] and then runs down, following practically the center of the water course, around here [indicating], and out to there [indicating]. This large island right in the jaws of Puget Sound is Vancouver Island, right in the heart of British territory.

The CHAIRMAN. Where is the port of Vancouver?

Mr. CUSHMAN. Right here [indicating].

The CHAIRMAN. So that vessels plying between Puget Sound ports and Vancouver and Victoria would not pass the point of danger?

Mr. CUSHMAN. No; that applies to local boats. But many of the boats from China and Japan make the port of Victoria, and then come down to the Sound. Those boats would make that point.

Mr. MANN. All these local boats are included in your list?

Mr. CUSHMAN. Yes, sir.

Mr. MANN. If there is one boat making a daily call, the report would show 365 foreign vessels?

Mr. CUSHMAN. Yes.

Mr. MANN. That absolutely destroys the value of those statistics as compared with those covering the port of Boston and San Francisco.

Mr. CUSHMAN. By no means, in my judgment; because those vessels, of course, would not pass this particular point; but I suppose of the total number of vessels I have quoted, even if two-thirds of those were the local boats that would pass this point, the number of vessels which do pass is much greater than the number going in and out of the Golden Gate. I think that is true.

Mr. BARTLETT. Have you any way of ascertaining the number that go up toward Nome and Valdez and the mouth of the Yukon River?

Mr. CUSHMAN. There are perhaps two boats a week going out and two coming back in that Nome business.

Mr. MANN. Have you examined the reports of the Government engineer to find out how many boats really passed out at this point?

Mr. CUSHMAN. No, sir; I have not.

Mr. STEVENS. Can you tell us about the extent of the commerce south from San Francisco—what size of vessels and how many that would need this light?

Mr. CUSHMAN. The principal company there is known there as the Pacific Coast Company. They have a larger number of vessels plying between Puget Sound and San Francisco than any other company. I think they have five or six vessels in that trade. It is the principal company.

Mr. STEVENS. There is no other coastwise corporation?

Mr. CUSHMAN. There is the lumber trade, engaged in by sailing vessels.

Mr. MANN. Those are tramp steamers?

Mr. CUSHMAN. No; not by any means. They have been running regularly in that trade ever since I have been there—sixteen years. Perhaps two or three times a year making regular trips—sailing schooners and sailing ships. I would not call a steamer of that kind a tramp ship.

Mr. MANN. You ought to revise your vocabulary then.

Mr. CUSHMAN. In my country a tramp ship is one that may come in one year and not come in the next.

Mr. BARTLETT. A tramp ship is one with no definite destination to which a cargo is to be carried.

Mr. GAINES. What do you say is a tramp ship?

Mr. CUSHMAN. My understanding of the term is that it is a ship that engages in the carrying trade between certain ports one year,

for example, and not finding it, gets employment that is more profitable at other ports, and changes its port and gets a cargo.

Mr. BARTLETT. Having no definite route at all, except as business may require it.

Mr. KENNEDY. What would be the relative advantage of this improvement accruing to each of the two nations?

Mr. CUSHMAN. While there would be an advantage, of course, accruing to both of them, the chief advantage would accrue to the American people, because we have a greater trade passing that point. The cities on the American side are larger, and there is more shipping comes to and goes out of the cities of Seattle and Tacoma by far than Victoria and Vancouver.

Mr. BURKE. The location of this light-ship would be almost on the international boundary line?

Mr. CUSHMAN. Almost. They told me, according to the location given me by the light-house people, that it would be wholly within the American waters. It would be about 13 miles out, and if this line [indicating on map] were extended, of course it would show the light-ship in American waters.

Mr. RYAN. Will you point out there on the map where the present aids to navigation are located, and tell us what they are?

Mr. CUSHMAN. Yes. The principal aid to navigation in this immediate vicinity is one light, a first-order light, located at Cape Flattery, visible at 19 miles.

Mr. MANN. It should be visible at 17 miles.

Mr. CUSHMAN. I got my information from the Light-House Board. They have it quoted as 19 miles, but I would not put that up against the opinion of my friend from Chicago.

Right across from that, at a distance of about 12 miles, on the British coast, is Carmanah light, being a somewhat similar light—a flash-light—one flash at an interval of sixteen seconds, and another at an interval of thirty seconds; and that is also visible, the people in the Light-House Board tell me, at a distance of 19 miles.

Mr. RYAN. Who maintains that light?

Mr. CUSHMAN. The British Government—the Canadian Government.

The other light is at Cape Beale. It is 22 or 24 miles from Carmanah up to Cape Beale. There is another similar light located at Cape Beale.

Mr. RYAN. There are no lights at the mouth of the river?

Mr. CUSHMAN. No; on the night when this wreck occurred to the *Valencia*, on January 22, 1906, all night long these lights were plainly seen. The keeper of the Carmanah light could see Flattery light, and the keeper of the Flattery light could see the Carmanah light. Clear across that stretch, however, at the time there was a dense fog lying offshore, far enough off to prevent the keepers from seeing the fog, and they did not have their fog signals going, because they did not know the fog prevailed offshore. The master of the *Valencia* was steaming out here in the fog [indicating on map], vainly seeking for the signal.

Mr. STEVENS. Are there not some lights to the south of Cape Flattery?

Mr. CUSHMAN. Yes.

Mr. STEVENS. Where are they?

Mr. CUSHMAN. Here is one out here [indicating], near the Umatilla River.

Mr. STEVENS. What is the radius of that light?

Mr. CUSHMAN. I do not know exactly what that is. I do not know whether the light is visible quite as far as the Flattery.

Mr. RYAN. Is it within the radius of that?

Mr. CUSHMAN. In clear weather they are about 14 miles apart. I say, they are visible in clear weather, being about 14 miles apart.

Gentlemen, I do not want to string this out too long, but I did want to say a word or two about the conformation of this coast. The Island of Vancouver lies right across the path of the ships taking this course. When they get up to this point [indicating] they must carefully locate the entrance of the Straits, and if they do not they inevitably go ashore, on the rocky shore of that island, and in the last 50 years I believe there have been about 60 ships destroyed in that region, with a loss of something like 700 lives. I have a record, or at least a statement, regarding those wrecks here, but as it is rather lengthy, I will not read it unless the committee desire it.

Mr. WANGER. At what point was the *Valencia* lost?

Mr. CUSHMAN. Right here [indicating].

Mr. WANGER. Midway between those Canadian lights?

Mr. CUSHMAN. Yes.

Mr. MANN. I have no desire to have you read those accidents there, with the loss of 60 vessels; but have you any explanation why, with all the losses of vessels at that point, no Representative in Congress, no inspector of the Light-House Board, nobody connected with the Light-House Service, or the Government, has ever recommended any additional aids to navigation at this point until a year ago?

Mr. CUSHMAN. I think the explanation is very easy. That accident or catastrophe, which occurred a year ago, brought that matter very forcibly to the attention of everyone connected with the shipping service. You know everything must have an inception at some time.

Mr. MANN. I understand, of course, how slow the people of the Pacific coast are, but do they usually wait for 60 vessels to be lost before they become aroused to a realizing sense of the danger?

Mr. CUSHMAN. If that accident had happened ten years ago you would have said they waited 40 years.

Mr. MANN. Yes; and if it had happened 20 years ago it might be said you waited 30 years. Why was it not brought up before?

Mr. CUSHMAN. I was explaining that matter—

Mr. MANN. I am asking you for an answer, if you have one.

Mr. CUSHMAN. I say, the matter was brought more particularly to the attention of the people out there by the fearful wreck of a year ago than at any other time.

Mr. TOWNSEND. Can you tell whether there is any international arrangement between this country and Canada with reference to the construction of light-ships and light-houses?

Mr. CUSHMAN. I believe there is an international arrangement only in connection with the fact that the character of the different lights and the flashes are known to both nations, so that when vessels coming up here see this light [indicating] with the fifteen seconds' interval and the thirty seconds' interval, they know that is the Carmanah light. When they see a thirty-two second interval and

a flash and another thirty-two second interval, they know that is Cape Beale.

Mr. MANN. The Hydrographic Chart gives all that information. There is no international arrangement about the maintenance of the lights?

Mr. CUSHMAN. None that I know of.

Mr. BURKE. How extensive was the loss of life on the *Valencia*?

Mr. CUSHMAN. There were 172 people on board, and 136 of them were lost.

Mr. WANGER. Do you know how recently any of those existing aids to navigation have been constructed?

Mr. CUSHMAN. The Flattery light has been there for a good many years. That is the one at this point [indicating]. The British Government are now installing another light at this point—Beeghados Point [indicating]. That light is being installed now, and it was not there a year ago, at the time of the wreck of the *Valencia*.

Mr. BURKE. Which way was she proceeding when wrecked, and where did she come from?

Mr. CUSHMAN. She was coming up from San Francisco, a distance of 689 miles. After she left San Francisco she came up 189 miles to Cape Mendocino, and after that time she steamed practically 500 miles without seeing a light or hearing a signal or sighting a headland, or anything of that kind.

What caused the wreck was a condition something like this: There is a strong current in this region—a current that flows not only in, but out of the Straits, 12 miles wide, and there is a rise and fall of the tide of 8 feet at that point, which you can readily see [indicating on map] makes a very strong tide here and outside; and that is complicated further by what is called the Davidson current, of which the tide experts know very little.

Mr. STEVENS. Is that a steady current or a changeable one?

Mr. CUSHMAN. It is a very changeable current. It runs both ways at certain seasons of the year, and then is very variable. I would like to read one brief statement in regard to that current from the Senate report on this bill, it being the language of the commission that investigated this wreck of the *Valencia*. The report says:

Currents.—There exist in this locality varying currents of great force and generally little-known direction which constitute a peculiar danger to navigation. The so-called "Davidson inshore current" is an occasional phenomenon running northward at from 1 to 3 knots an hour along the coast of Oregon and Washington and the coast of Vancouver, its existence and force depending considerably upon the winds, and being peculiarly incalculable, because it may be governed by winds far out at sea and totally different from the winds at the location where a given vessel may be. Sometimes this current disappears entirely, and even at times goes in an opposite direction.

It is further complicated by the strong tides flowing in and out of the entrance of these straits where the rise and fall of the tide is about 8 feet. It was primarily due to a northward current of this sort that the *Valencia* went ashore. The log of the *Valencia* when she went ashore gave a distance run from San Francisco which would have placed her at about opposite Cape Flattery, although she was actually 25 miles north of that point, due to this current, which the log, of course, could not register. Prof. George Davidson, of San Francisco, for whom this current is named, and who is probably one of the highest experts on Pacific coast currents, stated emphatically that he nevertheless knew very little about this current, and that its force and direction were largely unknown.

Now, go back a moment, as I said the master of this vessel came out from San Francisco Harbor and came about 189 miles north, and he was then just about 500 miles south of this point. He was offshore far enough to be out of danger, though completely enveloped in fog, and he steamed for 500 miles without being in sight of a single light or beacon of any kind. Endeavoring to locate this point and round the turn, he thought his log was overrun; that is, that the log gave a greater indication of the distance covered than the vessel had really covered, whereas as a matter of fact this current was bearing him on at a greater speed than he thought, so that at the time he was trying to round this point here [indicating], believing himself to be near Cape Flattery, he was as a matter of fact over near the coast of Vancouver Island.

That is one of the things that caused that wreck. I do not pretend to say that there was no faulty navigation in that case, or perhaps in many of these other cases; but anyone can readily see that when a man has been out of sight of land for 500 miles, running in the Pacific Ocean, with all these varied and changing currents, it is a very difficult matter to locate himself accurately; and if he is trying to keep in near shore, to locate a light on shore, he may get aground. On the other hand, if there was a light-ship located out here [indicating] where the water is deep, there would be no danger of a vessel getting ashore while endeavoring to locate the light.

Mr. TOWNSEND. Did the Light-House Board, at the time we took up the omnibus light-house bill, have all these facts before them?

Mr. CUSHMAN. I think not.

Mr. MANN. They did. They had all the facts before them. And it is fair to say that while they did not desire this item put in the omnibus bill, they did report favorably upon the individual Senate bill.

Mr. CUSHMAN. My understanding of the Light-House Board is that they feel there is an urgent need for this light-ship, and not only that, but they go to the further extent of saying that they think this light-ship is more urgently needed than any other light-ship that has been suggested or asked for.

Mr. MANN. They never intimated that to the committee.

Mr. BURKE. Have you got their report on the Senate bill?

Mr. STEVENS. That does not indicate it. We want the report as to the comparative project.

Mr. CUSHMAN. As to that—

Mr. STEVENS. As I understand it, this matter was submitted to the Light-House Board for their investigation of the relative importance of various projects. They did not put this in their report as of the first importance.

Mr. CUSHMAN. I do not think they did.

The CHAIRMAN. I understand their report on the importance of this project was based upon the limitation of the gross appropriation.

Mr. CUSHMAN. That is true, absolutely.

Mr. BARTLETT. The question was put, as I understand, in this way: Providing we appropriated so much money for light-houses, which do you think the most important? That was the question put to Captain Sebree.

Mr. GAINES. What was Captain Sebree's answer to that question?

Mr. BARTLETT. He designated certain places.

Mr. MANN. As to Captain Sebree, of course I do not like to quote Captain Sebree—he speaks for himself, and nobody has the right to speak for him—but the impression I received from my talks with the Light-House Board last year, when we were making up the omnibus bill, was that they never had regarded this as a matter of great importance until this going ashore of the *Valencia*, and that attracted their attention to the matter; that they were investigating it; that they did not give very much consideration to the report of some non-experts who constituted the commission who investigated the subject of the *Valencia* disaster, and they wanted to make a more complete investigation through their inspector and the other officials out there during the last summer.

Mr. CUSHMAN. That may be true.

Mr. MANN. I do not know what the result of this investigation was, or what conclusion they have reached in reference to it.

Mr. CUSHMAN. Perhaps I ought not to quote Captain Sebree in his absence; but he said to me yesterday, when I talked with him last about this matter, that he regarded this as the most important light-ship; that is, as a project which was needed more, and more justified by the situation existing there, than any other light-ship in the United States.

Mr. RYAN. That is, that had not already been provided for?

Mr. MANN. I think that was partly because of the persuasive eloquence and hypnotic power of the distinguished gentleman from Washington.

Mr. RYAN. The Senate increased the amount of the omnibus bill by nearly a million dollars, and did not include this item?

Mr. CUSHMAN. The Senate did put into the Senate bill this particular item, but the House failed to retain it in the bill.

Mr. MANN. They wanted so much more that this went out.

Mr. ESCH. There would be five lights at the mouth of the Straits of Juan de Fuca, which, with the new one that the British Government is establishing, would make six. Now, it occurs to me that perhaps the multiplicity of lights might confuse the navigator going in.

Mr. CUSHMAN. I do not think so, for this reason—

Mr. STEVENS. How many lights have a radius that reaches that point there on the map [indicating]?

Mr. MANN. The fog signals have a capacity that reaches that point. There is no trouble about that point. It is contended, however, that there frequently arises a local fog bank out at the point where vessels coming from the south would turn east to go into Puget Sound, and that it is very important that vessels should know what point to turn, because if they drift beyond the point they will run on Vancouver Island, and if they turn too quickly they will run on the mainland.

These local fog banks that arise out at about the turning point obstruct the light at night, and also are an obstruction and resistance to the sound of the fog signals. When the vessel is in the fog the light is not visible, and it is claimed, I presume conclusively and properly, that when a vessel is in that fog bank the fog throws off the sound practically as a building would, and hence they can not hear the fog signals.

So far as that is concerned, I have no doubt, myself, that a light there would be of some value, and the only question to my mind is whether we shall throw off everybody else in the United States that wants lights. Here is Mr. Greene, of Massachusetts, that wants a light just as important as yours [addressing Mr. Cushman]. Here are some gentlemen, and we had others the other day, who want lights more important than yours. The question is whether we shall report out individual light bills or make up another omnibus bill.

Mr. CUSHMAN. Mr. Chairman, I have taken up too much time already, but with one more statement I will close. Not only is what Mr. Mann said true with reference to fog signals, but a part of the report of the *Valencia* Commission shows that when they were out there making the examination they had their ship a mile and a half beyond this point when there was no fog, and they could see the steam coming out of the fog signal repeatedly, time after time, but they heard no sound.

Mr. MANN. I have read that statement, but I do not believe it.

Mr. ADAMSON. They said they heard no sound.

Mr. KENNEDY. That would be altogether possible in a high wind, if the wind were blowing from them.

Mr. BURKE. How many items did the Senate put in last year besides this that went in the House bill?

Mr. CUSHMAN. I think they put in Hinchinbrook light.

Mr. MANN. We passed the bill in the House for \$1,300,000 and odd, and the Senate passed it carrying over \$1,900,000 and odd.

Mr. CUSHMAN. The Senate added, in addition to what the House put in, this light vessel that we are now discussing, \$150,000, and a light and fog signal at Cape Hinchinbrook, Alaska, \$75,000. The House retained the Hinchinbrook fog signal and eliminated the other.

Mr. MANN. The House retained the Hinchinbrook item and increased it from \$75,000 to \$125,000 in conference, because they said they could not build it for \$75,000.

Mr. BURKE. They must have selected that as being the more important of the two.

Mr. CUSHMAN. I presume that was the opinion of the gentlemen who were framing the omnibus bill.

Mr. MANN. May I ask you another question?

Mr. CUSHMAN. Certainly.

Mr. MANN. You have referred to what the State of Washington did get in the omnibus bill. At the last session of Congress did we not provide, through this committee and through Congress, a considerable sum for the establishment of a new life-saving station for the entrance of Puget Sound, and in addition provided for a life-saving seagoing tug, the only one in the world, for the benefit of your territory?

Mr. CUSHMAN. That is true.

Mr. MANN. So that we were not exactly niggardly with you?

Mr. CUSHMAN. No; I do not mean to assert that. Of course I am earnestly in favor of this bill, and my people are. They feel and I feel that it is needed, and I present it as earnestly as I can. But I want to say in conclusion that even though I am a member of this committee I would not hold out for a moment against a member of

the committee if he felt after consideration that he was not justified in voting to report this bill.

You can understand, gentlemen, the feeling out there that was created in that region when this boat went ashore there, and hung there for thirty-six hours before she went to pieces, and 136 people washed into the sea. That thing has occurred year after year. I have here, as I stated a few moments ago, a list of about 60 vessels that have been wrecked there in this general location—not all on that precise point, but most of them on the shore of Vancouver Island, and most of them from the primary cause that they were trying to locate that entrance and failed to do it.

FRIDAY, *January 18, 1907.*

The subcommittee this day met. Present: Messrs. Stevens and Ryan.

**STATEMENT OF HON. WILLIAM S. GREENE, A REPRESENTATIVE
FROM THE STATE OF MASSACHUSETTS.**

Mr. GREENE. I appear here in behalf of Senate bill No. 4014, to construct and place a light-ship near the eastern end of Hedge Fence Shoal, at the entrance to Vineyard Sound, Massachusetts. The bill authorizes the Secretary of Commerce and Labor to have constructed near the eastern end of Hedge Fence Shoal, at the entrance to Vineyard Sound, Massachusetts, a light-ship, to cost not exceeding \$100,000.

I think I have argued before this full committee and the subcommittee also in regard to the necessity for this light-ship. The shoal there is very dangerous. I have received a great many letters from seafaring men and from the business interests of Boston, who are more directly interested in this proposition.

Mr. STEVENS. Please state what commerce goes by there?

Mr. GREENE. The entire commerce between Boston and New York, and the commerce is larger in extent than at any other place in the United States, notwithstanding the remarks that were made by my friend this morning.

Mr. RYAN. What is the purpose of the light-ship?

Mr. GREENE. To protect the vessels from going onto this long shoal, which extends nearly a mile.

Mr. RYAN. What protection have they now?

Mr. GREENE. Nothing but a gas buoy, which was placed there last year by the Light-House Board, about where this light vessel will be stationed.

Mr. RYAN. Have you had a great many wrecks or disasters there?

Mr. GREENE. I can furnish a map showing the wrecks that have occurred there within the last twenty-five years. They are so great in number that I would not be prepared to count them. They go up to a very large number. This is to be an aid to navigation especially because it is very much needed and the danger is on account of the thick fogs that envelop this sound.

Mr. RYAN. What was provided in the bill last year close by that locality?

Mr. GREENE. I think the nearest is the Nobska light, which is on the other side of the sound.

Boston is getting to be quite an ancient city, and has already celebrated its 276th anniversary. I speak simply for the needs of commerce. This is not anything that would materially affect my district, although it is located in the district which I happen to represent. It runs between the districts represented by Mr. Lovering and myself, but the light will be located within the confines of the district which I represent; but it is not especially for the commerce of my district, it is for the commerce of the nation. It is the great water highway connecting the northern and southern coasts of the Atlantic.

Mr. STEVENS. Does any of the foreign commerce from New York pass that point?

Mr. GREENE. I do not think it does.

Mr. STEVENS. Does the commerce coming from the Maine coast to New York pass that point?

Mr. GREENE. Yes, sir.

Mr. MORSE. The steamers that make two ports pass there. We have a large number of steamers that come to Boston and discharge a cargo, but unfortunately, owing to the inland rates, we are not able to furnish satisfactory ones, and they go from there to Baltimore or Philadelphia, or Newport News to load up. The Antwerp line at every sailing does that. The Hamburg line does the same thing, and tramps are incessantly coming with cargoes and going south for back cargoes. All shipping from the south, north of Cape Cod, pass through this sound.

Mr. GREENE. There is to be a passenger line established by the New England Navigation Company, which is a branch of the business of the New York, New Haven and Hartford Railroad. They are to open a new passenger line from Boston to New York, which will be put in operation this coming summer. There is a number of prominent passenger lines that go through the Sound. There is to be an additional line that will carry passengers. This is really in the interest of commerce, not alone of the district I represent, for I do not claim it affects the commerce of that district so much as it does the commerce of the nation. I am not speaking for it only from the fact that it happens to be my duty to put it in here.

Mr. STEVENS. Will it cost more than a hundred thousand dollars?

Mr. GREENE. Yes, I think we will probably have to come for an additional sum later, probably fifteen thousand dollars. The bill which has already passed the Senate provides for \$100,000, but all the money would not be expended at one time.

Mr. RYAN. They will not construct it unless they have a sufficient sum.

Mr. GREENE. I think it would be as well to amend the bill so as to make it \$115,000.

Mr. STEVENS. What report has the Light-House Board made?

Mr. GREENE. They have made a favorable report.

Mr. STEVENS. They report favorably on almost every project.

Mr. GREENE. I do not know what the report is. I do not say they say it is the most important project.

Last year I had two light vessels authorized by this committee and by Congress, but they were not new light vessels. One was to replace

the vessel anchored at Nantucket and the other was to replace the light at Hen's Chicken that had been there sixty years. The old one was not sufficient and they had to put in a steam fog whistle on account of the increased travel. Those two are located in my district, but they were in no sense new. This is the first I have called for in the way of a light vessel; all the others were replacements.

Mr. RYAN. Is there no aid to navigation there now?

Mr. GREENE. There is a gas buoy.

Mr. RYAN. But prior to last year was there nothing there?

Mr. GREENE. I think not.

Mr. MORSS. There was a spar buoy at each end.

Mr. GREENE. This proposition has been before the House at previous times and has been favorably reported by the Senate, but has not come out of this committee. I only speak of that so that whatever may be said about the bills allotted last year, they were not in any sense new projects. They were old projects; simply renewals. The vessel now at Nantucket has recently almost gone out of commission. She has had to be repaired on account of the failure of her boilers. The vessel stationed there is entirely inadequate for the position she holds. She is 42 miles off the coast and is the first vessel seen by the foreign steamers. The wireless station is also there.

Mr. RYAN. Have the masters of the vessels passing this point objected very much since the buoy was placed there?

Mr. GREENE. Yes, sir; they still say that it is unsafe. They say that the gas buoy is only in use at certain seasons of the year. When the ice comes they take it up. It gets out of order. It is not a satisfactory guide to navigation because sometimes it turns over. It is not as permanent by any means as would be a light vessel.

There is another matter, Senate bill 3409, which provides for the construction of an able seagoing tug for the Revenue-Cutter Service for New Bedford, Mass.

Mr. STEVENS. This subcommittee has no jurisdiction over that matter.

Mr. GREENE. Very well.

I would like to have Mr. Daniel D. Morss, secretary of the Boston Chamber of Commerce, give you some views in relation to this matter. He knows what is needed by the maritime interests of Boston and also of New York.

Mr. STEVENS. We shall be very glad to hear Mr. Morss.

STATEMENT OF MR. DANIEL D. MORSS, SECRETARY CHAMBER OF COMMERCE, BOSTON, MASS.

Mr. MORSS. I did not come to Washington with any idea of getting a hearing in this case. I came as a delegate to the National Board of Trade and have not any figures.

Mr. GREENE. You can furnish them?

Mr. MORSS. Yes, sir. As to the amount of tonnage which passes through there I believe there is a dispute between the people of the Detroit River and those interested in the Vineyard Sound as to which carries the greatest amount of tonnage. Either one carries more than any other place in the world. Every vessel engaged in trade between any of the southern ports and the ports north of Cape Cod passes through this sound. This particular shoal is about a mile and

a quarter long, running lengthwise of the sound. The idea is to place this light-ship on the eastern end of the shoal so that vessels coming west, especially steamers, who have to go through, no matter what the weather is, can have the benefit of it.

In case it is thick weather they are unable to see Nobska light, which is 4 miles from this point. If they can hear the fog horn they can locate the shore and go either north or south, as they see fit. The steamships are interested mainly. The sailing vessels, when the weather is bad, can anchor and wait. Many of these vessels go through there carrying from 5,000 to 7,000 tons, some of them drawing 28 feet of water, and the draft of the vessel decreases the amount of the channel's width, which they can use in beating back and forth—it is lessened. When we found that this bill was not going through last year I had a talk with Captain Sebree to see if he could not relieve the situation, and he very kindly had the gas buoy placed there. The captains have expressed themselves very much gratified to get that much, but that gas buoy has three objections. In the first place, it is not permanent. A great many tows go through there, as you have heard, and some of them have carried the gas buoy off. They go through with a rush, and if the man steering the boats that are towed is careless in any way they are apt to pick up the buoy and carry it out of position, which makes it worse than if it were not there. In the winter time in a storm where there is spray the apertures through which the air is admitted to keep the lamp burning are ordered to be closed up.

Mr. RYAN. Have either of those two objections occurred since the buoy was established?

Mr. MORSS. Yes, sir; they have taken it up already, and it is out of commission now, right at the time of year when most needed.

Mr. RYAN. Why?

Mr. MORSS. On account of the ice closing it up and putting the light out. It then becomes an obstruction rather than an aid to navigation.

Mr. RYAN. It puts the buoy out of business?

Mr. MORSS. Yes, sir; they have also been compelled to take up two buoys that were put down last year.

Mr. STEVENS. Could not that be remedied by making the light of a higher power?

Mr. MORSS. That would be a help, but it would not do in the case of fog or storm.

Here is a condition that will exist during the coming winter. Upon the consolidation of the various coastwise steamers by Mr. C. W. Morse the Metropolitan line immediately ordered two fast turbine steamers for passenger service to go from Boston to New York in fourteen hours, and when the New York, New Haven and Hartford road discovered that they were to meet competition they ordered two similar ships, and at the end of the year we shall have four fast passenger steamers plying between New York and Boston, every night passing each other through this Sound.

Mr. GREENE. There are other passenger steamers?

Mr. MORSS. Yes, sir; the Philadelphia, Baltimore and Savannah boats all carry quite a number of passengers, but not so many as there would be between New York and Boston. Those boats are

frequently full. The present Metropolitan line between New York and Boston does not carry passengers. The Philadelphia boats do, the Baltimore boats do, the Savannah boats do, and Jacksonville boats do.

Mr. STEVENS. They all pass this point?

Mr. MORSS. Yes, sir; every one of them. The *Onondaga* is fast ashore and it seems probable that she may not get off. The sailing vessels, if they are embarrassed, can anchor, but the steamers must go through and take their chances.

Mr. STEVENS. The foreign steamers do not pass this point?

Mr. MORSS. No, sir; they go around the cape, outside the light.

Mr. RYAN. You spoke a few moments ago about the tonnage passing this point, have you any figures showing the number of vessels passing that point?

Mr. MORSS. I went to Mr. Chamberlin to see if I could get some statistics in regard to the tonnage, but I could not. I have the word of Mr. Palmer, the man who handles the Palmer line, that 272 vessels passed this point in 24 hours. I do not mean to say that is the average daily number, but at one time they amounted to 272.

Mr. RYAN. You would have no definite means of finding out the number of vessels and the tonnage that pass this point?

Mr. MORSS. I think not, because they come from so many ports. We could take the receipts from New York and Boston and the number of vessels passing there from Baltimore, Newport News, and Philadelphia. Then there are the barges. They take three or four barges at a time. We would have to go to every shipper of material along the coast and it would be impossible to do so. I asked Mr. Palmer if he thought it could be done and he said "no." Mr. Littlefield, who was here this morning, had a letter from Captain Crowley on this subject. He is the captain of the largest fleet on the Atlantic, comprising the *Thomas Lawson*, seven master, which carries about 8,000 tons; the *W. L. Douglass*, six master; the Winslow firm, in Portland, who have a great many vessels, they are all very much interested in this, because where they have so much capital invested the detention is a matter of serious importance.

Mr. STEVENS. What is the prevailing wind at the different seasons at this point?

Mr. MORSS. All kinds; everything. It is right out in the open. If there is a storm anywhere within 100 miles they get some portion of it there.

Mr. STEVENS. Is it possible to have or maintain a light-house for this purpose?

Mr. MORSS. I think not. I might say about the steamers between New York and Boston, that they are intended to be fast enough to make the passage in fourteen hours, leaving Boston at 5 o'clock and reaching New York the next morning at 7, and with two lines in competition they are going to strain every nerve to get there on time.

Mr. STEVENS. How deep is the water on the shoal?

Mr. MORSS. About four and a half fathoms; at one point it is 4 fathoms. When you have vessels drawing 28 feet of water you want more than 4 fathoms. When a vessel gets on that sandy shore, you do not get it off very soon.

Thereupon the subcommittee adjourned.

WASHINGTON, D. C., *January 23, 1907.*

The subcommittee met at 2 o'clock p. m., Hon. James R. Mann in the chair.

LIGHT-HOUSE BOARD.

STATEMENT OF CAPT. URIEL SEBREE, UNITED STATES NAVY.

The CHAIRMAN. Captain Sebree, will you tell us what you want in the First light-house district?

Captain SEBREE. There is a light-ship they are fighting for near Boston, in the Second light-house district.

The CHAIRMAN. How about the First light-house district? How about Otter Island, Muscle Ridge Channel, West Penobscot Bay, Maine? You have recommended an appropriation of \$18,000 to establish a light and fog signal station there.

Captain SEBREE. Yes, sir.

Mr. STEVENS. They did not bother us about that.

Captain SEBREE. I think if they did not bother you you should not press it, because they have already gotten a good many things up in Maine. In other words, I do not think it is as important as some other things.

The CHAIRMAN. So far as this report is concerned, you can talk as freely as you please, because, if we have this printed, we can treat it as confidential, in the main at least. How about the Second district? I believe you think the Hedge Fence shoal light vessel is needed, do you not?

Captain SEBREE. I had a Member of Congress urging that upon me the other day, and he said it would be a good thing to have it; but it is not so absolutely necessary now. I do not think it is at all urgent.

The CHAIRMAN. We were almost on the point of allowing that last year.

Captain SEBREE. I know you were, and it would be a good thing to have it, and if I could get it I would be very glad to have it.

The CHAIRMAN. Mr. Stevens, were you present at the hearing at which those gentlemen appeared before the committee the other day?

Mr. STEVENS. Yes, sir.

The CHAIRMAN. What sort of a showing did they make?

Mr. STEVENS. They claimed that there were a great many vessels passing through, and that if they could get another light vessel there it would be a good thing.

Mr. RYAN. The secretary of the Boston Chamber of Commerce claimed that that point and the straits of the Detroit River are the two points that carry the greatest amount of commerce in the country.

Mr. STEVENS. They claimed further that there will be two fast lines of steamers from Boston to New York passing by this point, and that they can not make fast time in a fog, on account of insufficient lights.

Captain SEBREE. In my opinion there are two more urgent than that, and one of them is \$130,000 for the Pacific coast.

The CHAIRMAN. Is there anything else in the Second district that is absolutely necessary?

Captain SEBREE. I do not think there is anything else in that district that is urgent. If you are only going to give one thing in the

Second district here that light-ship would, in my opinion, be the best thing to give.

Mr. RYAN. That is the most important thing in that particular district; but in the United States there are others more important.

Captain SEBREE. I would want two others before the Hedge Fence.

The CHAIRMAN. How about the ship channel at State Ledge, in Boston Harbor?

Mr. STEVENS. If the Boston Chamber of Commerce were down here and did not demand that, I do not think we ought to bother with it very much.

The CHAIRMAN. We will have to be prepared on it.

Colonel CASEY. There is a light-house to be built at Southwest Ledge, right off New London, which we have not the complete appropriation for yet.

The CHAIRMAN. You have also recommended, in the last two years, a light at Dog Bar breakwater, at the entrance to Gloucester Harbor—\$42,000.

Colonel CASEY. I think we can put a beacon up there which would answer all purposes. That would not necessitate any legislation. It comes out of the general fund.

Captain SEBREE. That light at Dog Bar breakwater has been recommended for a good while; but I do not think that either one of those are urgent.

The CHAIRMAN. Now take up the Third district. How about Lloyd Harbor, New York?

Captain SEBREE. The report says: "The Board has received evidence that the interests of commerce and navigation require the establishment of a light at the entrance of Huntington Harbor and Lloyd Harbor, when the present Lloyd Harbor light can be discontinued."

Mr. RYAN. That would require only a small amount of money.

Captain SEBREE. We ask for \$40,000. We will have to build a new building there. I think if you give anything for the Third district this year you had better give that.

The CHAIRMAN. Where is Lloyd Harbor?

Captain SEBREE. It is right close to Huntington Bay, and right close to Oyster Bay.

The CHAIRMAN. The present light is, of course, not merely for the benefit of local commerce?

Captain SEBREE. Yes; it is. It is not a light for going up Long Island Sound.

The CHAIRMAN. The proposition now is to change it to a location where it will serve every purpose of the Lloyd Harbor light, and also take care of the entrance of Huntington Harbor.

Mr. STEVENS. Is there much business there?

Captain SEBREE. Not in a certain sense; but there are a good many vessels going in there, especially in the summer time. Hundreds of yachts and steamers with excursionists go in there.

Mr. STEVENS. They have their rights, and we have to protect them.

Captain SEBREE. I think so, and I am in favor of that proposition.

The CHAIRMAN. How about this recommendation with reference to Passaic, N. J., to build a new light fog signal near the west end of the draw, near the Lehigh Valley Railroad bridge.

Captain SEBREE. We asked for \$15,000 for that purpose. I think we had better put the signal where it ought to be. There are a good many vessels going up through that railroad bridge and the channel is now changed so that it is a long distance off. They want it put to where the channel is.

Mr. STEVENS. It is principally a barge and towboat business.

The CHAIRMAN. The report says: "Since the light was built in 1850, the channel through Newark Bay has shifted so that it no longer passes near this light; hence a more efficient fog bell is necessary now than was required at the time the light-house was built." Is that right?

Captain SEBREE. Yes, sir; it no longer passes near this light.

Mr. RYAN. Is this for the benefit of general commerce, or is it used by one railroad company?

Captain SEBREE. It is not used only by one railroad company.

The CHAIRMAN. There is a large commerce at Newark, is there not?

Captain SEBREE. I am not familiar with that branch of the subject.

The CHAIRMAN. If your statement here is correct, I suppose the present light is of very little value?

Captain SEBREE. Very little. They want it mainly for a fog signal. If it is light and clear they do not need any light at all.

Mr. STEVENS. That is the reason I asked whether there would be much business done at night. Barges would not be towed much at night in that crooked river.

Captain SEBREE. I imagine that they are going pretty much all the time.

The CHAIRMAN. How about Greenville?

Captain SEBREE. I think that is all wrong. I do not believe I would give \$75,000 to build a light there, the Pennsylvania Railroad to the contrary notwithstanding. Of course, if it was there it would benefit them and benefit everybody else; but I do not think it is at all urgent.

The CHAIRMAN. You have a recommendation here about Hunts Point, East River, New York. In your report, page 46, you quote letters that you sent in four or five years ago. In that connection may I suggest to you gentlemen of the Board that your annual reports would have a great deal more weight if you would quit incorporating into them everything you have put into former reports about additional aids to navigation for years back, because there are so many of them that we do not pay any attention to them.

Captain SEBREE. I am very glad to hear you say that. I cut out about half of them this year of my own volition.

The CHAIRMAN. When you go to make up your report tell the chief clerk to cut out a lot of these old matters.

Captain SEBREE. I will be very glad to consult with the other members of the Board and, so far as I am concerned, will be glad to cut them out.

The CHAIRMAN. Your chief clerk has been there so long that he has got in the habit of doing it this way.

Captain SEBREE. Do not put the blame on my chief clerk, because he comes and asks me about them.

The CHAIRMAN. Let me ask you about this. You are a naval officer and we have had a lot of claims presented here with reference to damages caused by revenue cutters. We passed a bill here the other day containing a great many items for damages caused by naval vessels, and there are some bills pending in the House for damages caused by army transports, and one for damages caused by a light-house tender. Does the other side ever get a hearing? Does the Government ever collect damages caused by other vessels to its property?

Captain SEBREE. Yes; and that is just where it is so unfair. We are making them pay right along. We have two or three suits pending now, and I have collected in the last year damages, although not to any great amount. If a vessel runs into any Government vessel and it is decided, after investigation, that the other vessel was at fault, we make them pay the damages. Suppose you own a vessel and you run into a Government vessel. It is decided, after investigation by the Steamboat-Inspection Service, that you are at fault. We immediately ask you to pony up for the repairs of that vessel. If it is a company that owns it we say that we will take the vessel to you for repair or we will repair it and send the bill to you. If they say they will not pay we write a letter for the Secretary of Commerce and Labor to sign to the Attorney-General, and ask him to bring suit against them. Suit is brought and we collect it. That is where the matter is so unfair.

The CHAIRMAN. Is that also done in the Navy?

Captain SEBREE. Yes, sir; I think so. I have not had a case brought to my attention recently, but I am almost sure it is. It is absolutely a one-sided thing.

The CHAIRMAN. I wanted to find out, because if that is the case there ought to be some general law passed upon this subject. In one year we have appropriated for 40 or 50 collisions caused by the fault of naval vessels.

Captain SEBREE. Not in one year. There have not been 40 or 50 collisions in the last year. You will find that that will cover a great many years.

The CHAIRMAN. There were five or six that occurred between the date of reporting the bill and the date of calling it up in the House. There were a dozen that occurred between the date of the introduction of the bill and the report of it in the House. If these things occur in that way there ought to be a general law covering it.

Captain SEBREE. There ought to be a law allowing the other fellow to bring suit. As the law now stands he can not bring suit. If we smash into a man's vessel he has no remedy.

The CHAIRMAN. I understand you are well fixed at Ambrose Channel.

Captain SEBREE. I think we are all right. I do not think we need anything there.

The CHAIRMAN. Are you still insisting upon this light-house depot at Tompkinsville?

Captain SEBREE. Yes, sir; we are. That is, for a lamp shop, and prices are going up all the time.

The CHAIRMAN. I suppose you have the authority to build that?

Captain SEBREE. We want some money for it this year.

The CHAIRMAN. That you will have to get out of the Committee on Appropriations. Now, what have you to say about the Fourth

Light-House District? You have here an item for a tender for New York Bay and Harbor and Lake Champlain.

Captain SEBREE. That is for a little tender 50 or more feet long to run up Lake Champlain. It is to take the place of the *Nettle*, which is about played out. It has to be small to go through the canal, and it has to come out of there in the winter time before it freezes up. We have been asking for some time for authority to get a new boat. It is for the engineer, and I think it would be a good thing to give it.

The CHAIRMAN. That is a tender for Lake Champlain?

Captain SEBREE. Yes, sir.

The CHAIRMAN. That would be both an inspector's and an engineer's boat?

Captain SEBREE. Yes, sir; we do use it for both. It would come under the engineer for general work. I was up there last year and I went on the engineer's tender a part of the time.

The CHAIRMAN. Have you still got the *Nettle*, or has she been sunk?

Captain SEBREE. No; I saw her the other day.

The CHAIRMAN. Is she liable to sink at any time?

Captain SEBREE. No; we are not going to let her sink. I made a trip on her last summer.

The CHAIRMAN. Does she not work all right?

Captain SEBREE. Yes; but she is old, and we employ her in other places.

The CHAIRMAN. But if she is a vessel that can be used, what is the need of a new one?

Captain SEBREE. Because the work is increasing all the time, as it is all over the country.

The CHAIRMAN. One of the reasons you give is that the master's berth in the pilot house is shorter than the master. I suggest that possibly the wisest way to overcome that would be to get a new master; get a stunted man.

Captain SEBREE. She is used around the harbor. I went out on one of them, just like her, the other day in New York. I wanted to go up into the Harlem River.

The CHAIRMAN. Which do you need most, a tender for Lake Champlain in place of the *Nettle* or a tender for Porto Rico?

Captain SEBREE. A tender for Porto Rico, by all means.

The CHAIRMAN. You have no hesitation in saying that.

Captain SEBREE. I have no hesitation about it.

The CHAIRMAN. What do you do now at Porto Rico?

Captain SEBREE. I have got the old *Pansy* down there, and I said to Inspector Wood: "Don't you send her out whenever you think it is not proper to go; but you telegraph to the Board that you can't do things, and why you can't do them."

Mr. STEVENS. How much work have you down there?

Captain SEBREE. We have not got a great many lights. I think there are about 18 lights around the island.

The CHAIRMAN. The water there is very quiet most of the time.

Captain SEBREE. No; they say not. I have not been there, but I was talking to an officer the other day, and he said that right off San Juan it was pretty rough, and he was in a battle ship. It is not a very quiet place.

The CHAIRMAN. When we were down there, not very far away from that point, it was as still as a millpond.

Captain SEBREE. It depends a good deal upon the time of the year when you are there.

The CHAIRMAN. Of course there is a part of the time when the weather is bad; but with only 18 lights to take care of——

Captain SEBREE. There is no other way to get to them. There is nothing there to hire.

The CHAIRMAN. What does it cost to maintain and operate the *Pansy*?

Captain SEBREE. Roughly speaking, it is about \$2,000 a month.

The CHAIRMAN. What would it cost to maintain and operate a new tender?

Captain SEBREE. A new one, and a big one, that would go to Guantanamo, or anywhere else, would cost probably \$2,500 a month. I am not counting repairs when I say it costs \$2,000 a month for the *Pansy*. The cost per month for the maintenance of a tender would depend largely on the amount of coal, the size of the crew, and how often she run.

Mr. STEVENS. Do you operate anything at Guantanamo?

Captain SEBREE. No, sir; we have not got anything there. We send over from Key West, from the Seventh District, once or twice a year.

Mr. STEVENS. What have you there?

Captain SEBREE. Nothing except some lights and buoys.

The CHAIRMAN. What lights have you there?

Captain SEBREE. We have got one light on the point, and two range lights, and are putting up two others. We have got four or five buoys, and somebody has to go there to fix them. In point of fact, I can not send there now. I told the inspector not to go now, because I have nothing to give him to go in.

The CHAIRMAN. What do you mean by saying that somebody has to go there and fix them?

Captain SEBREE. The buoys will not stay without being picked up and cleaned and put in place. They break away. We ship supplies and oil for the lights down there from New York. We built one set of range lights in the last year, and we have just authorized two other lights. The engineer from Key West is going to send over there in his tender to do the work.

The CHAIRMAN. You have asked for \$150,000 for a new tender for Porto Rico. What amount would you require?

Captain SEBREE. Two hundred thousand dollars.

The CHAIRMAN. Which do you regard as the more important, a new tender for Porto Rico or a new tender for Hawaii, or a new tender for the Twelfth District?

Captain SEBREE. We have got one for the Twelfth District already appropriated for.

The CHAIRMAN. You have been asking for both an engineer's and an inspector's tender.

Captain SEBREE. We got the engineer's tender. The tender for Porto Rico is the most important, because we have a large tender on the Pacific which can help us out at Honolulu. We have sent a supply steamer for general duty on the Pacific coast, and she will spend a

part of her time at Honolulu. I would like to have one especially for Honolulu; but, if it comes down to the importance of it, I think the tender for Porto Rico is the more important.

The CHAIRMAN. When you get your new engineer's tender for the California district, will that take care of you fairly well?

Captain SEBREE. Yes; it will. I do not think an additional tender there would be as important as the other, as a matter of fact. That came up last year, and I think the committee would have given one or the other, and I then said they had better give us the engineer's tender. We will have two tenders in the Twelfth district, and I think we can get along with them.

The CHAIRMAN. Last year the committee inserted an item for an inspector's tender, and the Senate struck that out and inserted an item for the engineer's tender.

Captain SEBREE. Yes; and I think I am partially responsible for that.

The CHAIRMAN. I remember that; but I did not know how much you thought you needed an inspector's tender.

Captain SEBREE. We did need one; but they asked me if we could only get one which one we wanted, and I said that if we could only get one I would recommend they give us the engineer's tender. With two tenders in that district I think we can get along fairly well—when we get them.

The CHAIRMAN. How about the Fourth district?

Captain SEBREE. I do not think we have recommended very much for that district.

The CHAIRMAN. How is the situation now on the Delaware River and Bay? Are you fairly well taken care of there with what we provided last year?

Captain SEBREE. With what you provided last year, I think we are.

Mr. STEVENS. There were six or seven projects for that district and we only provided for four or five of them.

The CHAIRMAN. They cut down a lot of them, which they originally called for, and they have changed the location of some of them, in order to make a smaller number do.

Captain SEBREE. I think, in the general bill you passed last year, that you provided for a good many items.

The CHAIRMAN. I think we had better let that go for the present.

You ask for a relief light-vessel for the Fourth district. How about that?

Captain SEBREE. I would like mightily to have that. We have got three or four of them out there; but when one goes adrift I have to borrow from another district.

The CHAIRMAN. You have no relief light-vessel in that district?

Captain SEBREE. None at all.

Mr. STEVENS. How many light-vessels have you in that district?

Captain SEBREE. In that district, five.

Mr. STEVENS. Where would you station your relief vessel?

Captain SEBREE. We keep it at the depot, up the Delaware River, and keep it ready, so that if anything gets the matter we tow it out to take the place of the other. We had one, but it was so old that it was not worth repairing. I got authority to sell her and got about \$1,000 for her.

The CHAIRMAN. How many relief light-vessels have you got in the Third district, and where are they located?

Captain SEBREE. We have three.

The CHAIRMAN. You would have one at New York?

Captain SEBREE. We keep one at New York and we generally keep one up around New London.

The CHAIRMAN. That is not very far from New York.

Captain SEBREE. No; but that is what we have to do.

The CHAIRMAN. Have you ever had it happen that all of your relief light-vessels were needed at once, owing to a general storm?

Captain SEBREE. I don't think so. There has been no such occasion since I have been there in two years, and I do not remember of a case where we had that happen. I have known of occasions when I had to send one from Charleston, S. C., to help them out in Boston and Portland, Me.

The CHAIRMAN. Suppose we now take up the Fifth District. You made a recommendation last year, and repeated it this year, for a light at Great Point bar, at the entrance to Little Annemessex River, Md. You have a buoy there now?

Captain SEBREE. Yes; I am not so very familiar with the situation there, but I think that if they want anything there we could put up a beacon light.

Mr. STEVENS. There is not very much business there?

Captain SEBREE. There are a number of vessels passing there.

The CHAIRMAN. What do you say about that?

Captain SEBREE. I do not think that is very important.

The CHAIRMAN. There was last year a proposition to put additional aid to navigation by the establishment of range lights in Fort McHenry channel from Patapsco Bay up to Baltimore.

Captain SEBREE. I know there has been a great deal of correspondence about that matter.

The CHAIRMAN. This is what you said about it last year:

Fort McHenry channel is the only channel from Chesapeake Bay to Baltimore which is not adequately lighted. The Lazaretto Point light, until lately, was a guide to the harbor, but its recent obstruction by the erection of high buildings now practically destroys its value for this purpose. Vessels going to and from Baltimore have asked, because of the obstruction of the Lazaretto Point light, for the establishment of range lights as a guide for Fort McHenry channel. Plans have been carefully considered and the most feasible of them is that for the establishment of range lights with the front light near the intersection of the Brewerton and Fort McHenry channels. The front light would also serve as a turning point for vessels going into or out of the harbor, and the rear light would indicate the shoal near Rock Point, on the west side of the Patapsco River. The establishment of such a range would involve considerable expense, but it would be fully justified by the great advantage it would confer on the large quantity of traffic representing the commercial interests of this vicinity.

Captain SEBREE. I do not seem to find that in this year's report. I wonder if that slipped by me in getting the report out? What did we recommend for that last year?

The CHAIRMAN. You recommended to us the passage of a bill carrying \$125,000.

Captain SEBREE. That is what I thought. I think, if you will let that go over, that I can look it up. I do not know just how it stands now, and do not know just what our last report was. I know that it has not died out at all, and that they are still after it.

The CHAIRMAN. How about the establishment of two beacon lights at the mouth of the La Trappe River, Maryland? Last year you stated:

This river has been improved by the United States at a cost of about \$9,000. The project for improvement called for a channel 150 feet wide and 11 feet deep across the bar at the mouth of the river. It is proposed to mark this dredged cut by two lighted beacons. Three steamers and 81 sailing vessels and barges are reported as plying in the river.

You recommended the passage of a bill providing for two beacon lights at a cost not to exceed \$10,000.

Captain SEBREE. Yes; I think that when we went over that here we stated that if we could get the money we could do that without an act of Congress.

The CHAIRMAN. If we are to do it at all, we might as well do it in the bill as any other way.

Captain SEBREE. Then you had better put that in. There is one thing in this Fifth District that you can easily see is important. I have asked for it for a good many years. It has reference to this wharf down here in Washington. It is absolutely disgraceful and we can not do anything to it. We lay some planks along it but we can not fix it up properly. We have asked for \$30,000.

The CHAIRMAN. Where is that; in your report?

Captain SEBREE. It is on page 72. We want \$30,000 for it. That estimate was made some time ago. The piles are all rotted out and we can not put buoys on it. It will fall down if it is not attended to, and we can not spend any money on it very well without it is appropriated.

Mr. STEVENS. What do you use it for?

Captain SEBREE. It was previously used for buoys that belong in the Potomac River. Instead of taking them down to the mouth of the Potomac, we would take up the old buoys and leave them there. It is a Government wharf and it could be used for other vessels.

The CHAIRMAN. That is a matter that is under the jurisdiction of the committee on appropriations. As I understand it, it is something that is already there, and what you want to do is to remodel it. If you want to build an entirely new wharf and it is a new proposition, we would then have jurisdiction of it.

Colonel CASEY. It would practically amount to that.

Captain SEBREE. We own the land.

The CHAIRMAN. I think it would be proper in the other bill. You had better find out about that. You will probably be before the Committee on Appropriations on the sundry civil bill, within a few days.

Captain SEBREE. Then we will take the matter up with them, and if they say it is not under their jurisdiction I will bring it back to you.

The CHAIRMAN. How about a light vessel for Cape Henry? You have been recommending one there.

Captain SEBREE. There have been several wrecks in that vicinity in the last year, and the steamship companies have been pushing us very hard to establish a light there. I would like to have one if I could get it—either that or the Hedge Fence. As between the two, I would rather have the one for Cape Henry.

Mr. STEVENS. How many light-vessels have you on that coast?

Captain SEBREE. We have one at Cape Charles, which is 10 or 12 miles from there. There have been some wrecks there in the last year. No matter how many we had there, there would be wrecks, and we could not prevent it. At present we have a buoy out there with a very powerful light. It is a new acetylene gas buoy, and that helps some.

Mr. STEVENS. How far out do you put those buoys?

Captain SEBREE. We put them about 6 or 8 miles out east of Cape Henry; but in foggy weather they can not see the light and can not hear the fog whistle at Cape Henry so far out.

The CHAIRMAN. That is for vessels going south and coming from the south?

Captain SEBREE. Mainly for those coming from the north. This would be placed to mark the channel.

The CHAIRMAN. Can not the vessels coming from the north come around the light vessel east of Cape Charles?

Captain SEBREE. Yes; but the fact remains that there have been several wrecks there.

The CHAIRMAN. There is a good deal of commerce there carried by vessels going south. I remember going down to Virginia Beach and counting 15 or 20 vessels in sight there at one time.

Captain SEBREE. There are hundreds of these coasting vessels.

The CHAIRMAN. Some of them are 6-masters, as I remember?

Captain SEBREE. Yes; there have been quite a number of wrecks around there.

The CHAIRMAN. What use would it be to a vessel coming from the north to have two fog signals and two light-ships right in the same range?

Captain SEBREE. In foggy weather they do not go right close in there, because if he is bound there he is not going to head in in thick weather. He does not hear this whistle and he brings up away over here [indicating]. I may say frankly that I am strongly in favor of this; but to be perfectly frank about it, some of my brother members on the Board are not quite as strong about it as I am.

The CHAIRMAN. Whom do you mean?

Captain SEBREE. Admiral Reiter, for one. I have not talked with Colonel Casey about it to any very great extent, because he has only been there a short time. The last time I talked with Captain Ross about it he seemed to have changed his mind. I talked with him because some member of Congress asked me to tell him where there was a wreck in the last year caused by the want of an aid to navigation, and I did not have one right on the end of my tongue. He crowded me about it and I told him that I would find out; that I did not know right at that time. I can not keep all these things in my mind.

Captain Ross said: "Why didn't you tell him down at False Cape, where we ought to have that light-ship?"

The CHAIRMAN. You do not want a light-ship at False Cape?

Captain SEBREE. This is to the northward of False Cape; but it would protect against False Cape, and if authorized it might be decided to put it off False Cape.

The CHAIRMAN. I should think that a ship coming around from the north would be rather off his reckoning if it should run into False Cape in trying to come in by a light-ship at Cape Charles.

Captain SEBREE. She would be off her reckoning. False Cape is 25 miles south of Cape Hatteras; but if a vessel has been out four or five days without any sight, 25 miles is not very far for her to be off.

The CHAIRMAN. Is that all in the fifth district?

Captain SEBREE. Yes.

The CHAIRMAN. How about the sixth district?

Captain SEBREE. I do not think we ask for much there.

The CHAIRMAN. You are building a light-vessel and tender.

Captain SEBREE. We are building a light-vessel and tender.

Colonel CASEY. We have no tender in the sixth district now. We have got a little naphtha launch.

Captain SEBREE. We have got the old *Wisteria*.

The CHAIRMAN. What has become of the *Pharos*?

Captain SEBREE. She is a wooden vessel, and we have got her.

The CHAIRMAN. You have two naphtha launches.

Captain SEBREE. Yes; the *Wisteria* is still going.

Colonel CASEY. She is occupied in the south a good deal and we do not have anything to use around there.

The CHAIRMAN. You soon will have a new tender there. I do not think you can complain of Congress about that, because that tender was authorized three years ago.

Captain SEBREE. No, sir; we can not complain.

The CHAIRMAN. And you have not commenced work on her yet. It took you two years before you advertised for bids.

Captain SEBREE. I admit it was neglected in our office. I was there a part of the time and was responsible for part of it; but I was not there all the time.

The CHAIRMAN. How about the Seventh district?

Colonel CASEY. We had a lot of beacons knocked down by a storm, and we are building them up now.

The CHAIRMAN. We take care of that through the Committee on Appropriations.

Captain SEBREE. I want a tender for that district. The *Laurel* is one of two that we have. I started to sell her last year and was about to do it, but the inspector who was running her said he could make her go another year; but he has reported that he will have to quit, and that he will not take the responsibility of sending her out.

The CHAIRMAN. The *Laurel* is no good?

Captain SEBREE. She is no good and we have got to sell her.

The CHAIRMAN. You now have the *Laurel* and the *Mangrove* for buoy tenders?

Captain SEBREE. Yes.

The CHAIRMAN. And the *Arbutus* and *Ivy*?

Captain SEBREE. Yes; they belong to the Seventh and Eighth districts. We have got the *Mangrove* and I am now repairing her at a cost of \$30,000. She cost \$73,000 ten years ago. I tried to fix her up, and the lowest bid I got for it was \$73,000. I got one other bid at \$80,000. I sent to every ship builder in the country, and that was the best I could do. That was an estimate to give her new engines and boilers. I cut them out, so that the repairs are going to cost \$30,000, keeping the same old engines and the same old boilers.

The CHAIRMAN. You think you need a new tender there?

Captain SEBREE. I do think we need a new tender in the Seventh District. There has been a special letter written about that since this report was made.

The CHAIRMAN. Written to whom?

Captain SEBREE. Written to Congress. I prepared the letter for the Secretary of Commerce and Labor to sign. It goes then to the Secretary of the Treasury, and he sends it to the Speaker of the House.

The CHAIRMAN. It is one of the greatest mysteries to me that there is no administrative department in the Government which has the slightest conception of how to proceed to get legislation out of Congress. You might as well have whistled to the wind as to do what you have done.

Captain SEBREE. We have got to find that out by experience. I found it out by coming over here to see you about another tender for Mississippi River. If I had not come to you and asked you about it that letter would have been lying there yet.

The CHAIRMAN. Certainly.

Captain SEBREE. I do not know who the members of Congress from Florida are.

The CHAIRMAN. You do not need to go to them. The proper thing for you to do in all these cases is to call the attention of some member of the committee which has charge of the matter.

Captain SEBREE. I shall do that in the future, and do it in the proper way. I know the Secretary of Labor and Commerce pretty well, and I can go, as I did in this case, and ask his authority to come and speak to you about it.

The CHAIRMAN. The truth is that every day the Speaker of the House of Representatives receives from one to twenty communications of this kind from the different Departments of the Government. They are referred to certain committees, and nobody ever sees them. They are never printed in the Record. Nobody sees them except the fellow who sends them in. The committee does not stop to read these things unless their attention is called to them, because they have other work to do.

Captain SEBREE. I have been finding that out; but we have to go by the regulations, and it is not proper for me to come before you, unless I am sent, to talk about these matters. I can not come without the authority of the Department in which I am serving. I will state to you right now that if you will put in a provision for a light-house tender for the Seventh light-house district you will find a letter here stating the reasons.

The CHAIRMAN. The letter is probably before our committee and supposedly before us, as we are the committee that has it in charge; but we never heard of it.

Captain SEBREE. The clerk of the committee has it, I suppose.

The CHAIRMAN. I presume so; and I presume it is filed away where it belongs. I may state to you that you put so much stuff in your reports that you do not want that we do not pay much attention to what you say, because we don't know whether you mean it or not.

Captain SEBREE. I think this is a necessary provision, and if you will make a note of that I can write you a letter with reference to it.

The CHAIRMAN. We do not want anything more about that now. We will find out all about it now; but we never heard of it before.

Captain SEBREE. And make it \$200,000.

The CHAIRMAN. Which would you think was the more essential, this light-house tender or the Porto Rico tender, if you could only have one?

Captain SEBREE. I really think I will stick to the Porto Rico tender, if I can only have one. They do not seem to want to give anything for Porto Rico.

The CHAIRMAN. How about a light-house at Cape Romano, in the Seventh district—"Cape Romano, on the island forming that cape, about 33 miles southeast from Sanibel Island, Florida." You say in the report:

The Gulf coast of Florida between Sanibel Island and Key West, something over 100 miles, is without a single light. There is quite a large commerce carried on between Florida ports above Sanibel Island and Key West and Cuba, using a route along the west coast of Florida, and a light at Cape Romano would be of great benefit. The island forming the cape was reserved for light-house purposes by the Executive order dated January 9, 1878.

The estimated cost of that is \$35,000. You have increased it to \$45,000.

Captain SEBREE. I do not think that is an urgent thing.

The CHAIRMAN. How about the Eighth district?

Colonel CASEY. The Horn Island light was completely wiped out, and where it stood there is a channel six feet deep.

The CHAIRMAN. What need have you for a light there if you have a channel?

Colonel CASEY. We will have to build some kind of a beacon there on that point. It did not carry away the whole island.

The CHAIRMAN. How much of a light did you have there before?

Colonel CASEY. I think it was a third-order light.

The CHAIRMAN. What sort of foundations did it have?

Colonel CASEY. It did not have as good foundations as it should have had.

The CHAIRMAN. What became of the light-house keeper?

Colonel CASEY. He was drowned and his wife was drowned.

The CHAIRMAN. Did he leave any children?

Colonel CASEY. I think he had some children, but they were all drowned. There is a light-house on Sand Island, right off Mobile. Sand Island was completely carried away during that storm; but that light-house tower stood on this little mound of riprap that was placed around it and was not injured at all.

Mr. STEVENS. What are you going to do; fill it in?

Colonel CASEY. We are going to put more riprap around it and try to save it.

The CHAIRMAN. You have a light there 50 feet high?

Captain SEBREE. It is nearer 150 feet high; it is a very high one.

The CHAIRMAN. This report says that this light was finally discontinued.

Captain SEBREE. It says that the Sand Island range light was discontinued.

The CHAIRMAN. Where is the Sand Island light?

Captain SEBREE. We have not said anything about that. I left out a lot of these things in this report.

Colonel CASEY. That was in good condition; but when I was down there a few weeks ago I could not land on it because the surf was so high.

The CHAIRMAN. You say you need a light on Horn Island?

Captain SEBREE. No, sir; my recollection is that we recommend putting that light in another place. There has got to be some kind of a beacon on Horn Island.

The CHAIRMAN. What is the necessity for putting a light there?

Captain SEBREE. Instead of rebuilding the Horn Island light there is a recommendation to put the light over on the other side.

The CHAIRMAN. Have you got to have a new light there to take the place of the Horn Island light?

Captain SEBREE. There is a recommendation to build a light in place of the Horn Island light, but that is in the urgent deficiency bill. I think you had better let this go over until we can look it up.

The CHAIRMAN. How about Sabine Pass? What has been done there? You ask for \$40,000 for a light-house at Sabine Pass.

Captain SEBREE. I do not think that is so very urgent.

The CHAIRMAN. There was some legislation in Congress last session that will determine that.

Captain SEBREE. We have built a light at Sabine Bank, which is 12 miles south of there, and that is in operation.

The CHAIRMAN. You have a recommendation for a light-house depot near Fort San Jacinto, in Galveston Harbor.

Captain SEBREE. Yes; we would like to have something there.

The CHAIRMAN. You now change your request from \$18,000 to \$5,000. I suppose you can do that out of your general fund, and probably are doing it?

Captain SEBREE. We have not done it yet. Of course we could do that.

The CHAIRMAN. What do you want there?

Captain SEBREE. I want \$5,000.

The CHAIRMAN. For what?

Captain SEBREE. Simply to put a wharf in there. We want \$5,000 for a buoy wharf at San Jacinto, near Galveston.

The CHAIRMAN. You ask for a new tender down here. I suppose if you should get a new tender for the Seventh District that would do for both?

Captain SEBREE. That is a tender that they are urging for use in the sounds.

The CHAIRMAN. That is because the heavy tender can not go in there?

Captain SEBREE. Nothing but small things can go in there, and when they want to go in there now they have to hire a vessel.

Mr. STEVENS. There is not much for it to do?

Captain SEBREE. Yes; there are a good many lights there.

The CHAIRMAN. You say:

The extent of the district makes about 700 miles of direct steaming necessary for the tender to go from one end of it to the other.

Captain SEBREE. That would be from Mobile to Rio Grande, going right along the coast.

The CHAIRMAN. The light stations in these lakes are now inspected and supplied by hired vessels? Do you know what the cost is at present?

Captain SEBREE. No; I could not tell you that. They have to pay about \$25 a day for a boat when they go around on an inspection.

The CHAIRMAN. Do you need anything in the Ninth District, on Lake Michigan? The Lake Carriers, the other day, insisted that there should be a light-house in place of the light-ship at White Shoals.

Captain SEBREE. Yes, sir.

The CHAIRMAN. What would that cost?

Captain SEBREE. \$250,000. We just got in the estimate yesterday.

The CHAIRMAN. How much of that is for the foundation?

Colonel CASEY. About \$150,000 of it is for the foundation.

Mr. STEVENS. What is the difference in the service that you will get out of it?

Captain SEBREE. A light-ship has to be removed early in the season and it does not get out until pretty late the next season. They have a great deal of navigation after the light-ship is removed, and they have no light to go by.

The CHAIRMAN. They have a light vessel there at Grays Reef.

Captain SEBREE. Yes; but all of those things are away in the worst season of the year, and you can not put them back when navigation opens. You can not fix them so they will stay there.

The CHAIRMAN. As I understand it, their claim is that in the early part of the year and in the late portion of the year the only light they have is the one at Waugoshance, and that the others are all lights that are taken away?

Colonel CASEY. That is the pith of the matter.

The CHAIRMAN. Is there not now a buoy down near Manitou Island?

Captain SEBREE. Yes.

The CHAIRMAN. If we should provide for a light-house at White Shoals could the vessel at White Shoals be properly transferred to North Manitou Isle, or the shoal where the gas buoy is now?

Captain SEBREE. Yes.

The CHAIRMAN. That vessel would be a suitable vessel.

Captain SEBREE. Yes; but I have put in for \$50,000 for a light vessel. If that light-house was provided for now there is no chance that the light-house would be in operation for three or four years.

The CHAIRMAN. Very likely not; but the light vessel would still be good at the end of that time.

Captain SEBREE. If we keep her repaired, I guess she will.

The CHAIRMAN. It was a pretty trim looking vessel when I saw it.

Captain SEBREE. We are spending \$18,000 now on three of them. I think they have them at Sheboygan.

The CHAIRMAN. I would like to say to you that I had a very pleasant trip last summer on that inspector's tender. Some people with whom I am acquainted say that I am inclined to be a little bit critical at times; but of course, I don't think I am. I found everything in mighty good shape around there, so far as care could make it.

Captain SEBREE. I am glad to hear it. Orchard is a very good man.

The CHAIRMAN. I think the light-house there would make the best housewives almost turn green with envy, if they saw how they are kept.

Captain SEBREE. I would like to take you gentlemen to one I visited the other day at Cape Hatteras. That did not look so well.

The CHAIRMAN. \$250,000 is a considerable sum of money. Upon what is your estimate based?

Captain SEBREE. Major Judson sent in that estimate.

The CHAIRMAN. That is a good deal of a guess?

Captain SEBREE. I expect it is, without going out there and making borings. Perhaps that would be in 20 feet of water. I don't know just what the soundings are.

The CHAIRMAN. I think likely it is in 20 feet of water or pretty close to it.

Colonel CASEY. You may have a storm some day that will come along and destroy all that you have put down, so that you have to have a very large contingent fund.

Captain SEBREE. There was one built out in California, and my recollection is that it cost in the neighborhood of \$750,000.

The CHAIRMAN. I wonder what Wangoshance cost? That is built on rock and is absolutely under water?

Colonel CASEY. They probably had a good foundation there.

Captain SEBREE. We had a bill introduced asking for \$150,000 for that. We got a report on it yesterday and the colonel and I talked about the matter this morning.

The CHAIRMAN. What bill was introduced?

Captain SEBREE. There was a bill introduced by Mr. Burton. I think, and he put it at \$150,000.

The CHAIRMAN. How about the light you ask for at Pointe aux Barques, Manistique, Lake Michigan? That was authorized in 1893. Why didn't you get the money for it? You can get the money out of the Committee on Appropriations if you make an estimate for it, ask for it, and it is needed.

Captain SEBREE. I don't know just where that is on the lake.

The CHAIRMAN. I think Captain Orchard told me that was needed.

How much of a necessity is there for a light vessel at North Manitou Isle Shoals, in addition to what is there now?

Captain SEBREE. I never heard of that until the Lake Carriers were in the other day. Of course that buoy is moved away when the ice comes in.

The CHAIRMAN. That was not the argument that was made here.

Captain SEBREE. The argument is that they want a fog signal there to show where the turn is, and I thought that argument was good. In view of the great increase of traffic, I think that would be a good thing and a proper thing to do.

The CHAIRMAN. Of course those vessels navigate regardless of whether it is day or night.

Captain SEBREE. Yes; and they go full speed. I think the traffic there is increasing a great deal all the time. I rather thought that the Lake Carriers' Association were pretty moderate in coming in and asking for only four things. They had boiled it down from probably dozens of things.

The CHAIRMAN. While we are on this district we may as well take up another subject, because I see that you have made a lot of requests at different times for keepers' dwellings. What would you think of it if Congress should authorize the Light-House Board or the Secretary of Commerce and Labor to contract for a certain number of keepers' dwellings at a certain limit of cost? I introduced a bill the other day having that object in view. Suppose that we should, by legislation, authorize you to construct, say, thirty light-house keepers' dwellings and appurtenant structures, leaving it then to the discretion

of the Committee on Appropriations to appropriate such amounts as you insisted you needed, either for a particular place or generally, and thereby largely leaving it to your own discretion as to where you would build these light-house keepers' dwellings, within this limit of thirty. Waiving for a moment the question of cost, if that could be done, would it be in the interest of the service?

Captain SEBREE. I rather think it would be.

Colonel CASEY. I think it would be an excellent idea, but on the Pacific coast, for instance, we had an authorization for a light-house keeper's dwelling at \$5,500, and it would cost now \$7,500 because of advance of cost of materials.

The CHAIRMAN. Waiving the question of cost for the present, I want to get your idea as to the other proposition, whether if we give you the authorization to construct a certain number, you can tell better where the light-house keepers' dwellings are most needed and can do your work in a more effective manner than you can if you have to prefer a request to us as to a particular one.

Colonel CASEY. Yes; I think so.

Captain SEBREE. I think that is a good idea, waiving the question of cost.

The CHAIRMAN. That is another proposition.

Colonel CASEY. Give us a lump sum.

The CHAIRMAN. We would not give you a lump sum. You get no lump sum for anything out of me. As to the question of cost, I think that last year we did provide for dwellings at some place at a cost of a little over \$6,000.

Captain SEBREE. You authorized two dwellings in the eighth district for \$12,000.

The CHAIRMAN. Would \$6,000 be a sufficient amount?

Colonel CASEY. Not as a maximum.

The CHAIRMAN. What would be the maximum?

Colonel CASEY. We had an authorization for a dwelling on the Pacific coast for \$5,500; but the prices have gone up so since the earthquake that it can not be built for \$7,000.

The CHAIRMAN. I think it is advisable to wait until prices go down out there. We do not have to build a light keeper's dwelling at an excessive cost.

Colonel CASEY. That simply shows what may occur, and if we are limited we may be hampered a good deal.

The CHAIRMAN. You may be; but we have to hamper you on these things. We want to get a reasonable maximum amount. Of course there is no object in saying \$6,000 if the prices are such that you can not build an ordinary dwelling for \$6,000. On the other hand, we do not care to give you authority to build very fancy dwellings, which you very likely would not build yourself if you had control of it, but which perhaps the engineer might persuade you to build, through sympathy, or something else, for the light-house keeper at some point. We want to fix a reasonable maximum.

Captain SEBREE. I rather think that if you could build a certain kind of a house for \$5,500 you might build a smaller one for less, by cutting down the requirements. I am going right back now to the reasoning that I gave you on the light-house tenders; but that is a different proposition.

The CHAIRMAN. There is no reason why we should give them fancy dwellings; but we want to be able to build substantial buildings and to build them properly. There may be exceptional cases where you would want more money, but we will take care of the exceptional cases.

Colonel CASEY. I think that \$6,000 is a reasonable and conservative figure.

The CHAIRMAN. I do not know whether \$6,000 is enough, in view of the increase in cost.

Colonel CASEY. I think so. It may be more or less, according to circumstances.

Captain SEBREE. I think that a building owned by the Government, which is supposed to last through a good many keepers, ought to be a respectable and decent good looking building; in other words, it ought to be a kind of a model building for that part of the country.

The CHAIRMAN. That is just where we differ. We are not engaged in building model buildings for that part of the country. We do not want to build monumental buildings for a light-keeper's dwelling.

Colonel CASEY. No; we simply want them comfortable. We put these men in out-of-the-way places and give them very small salaries, and we ought to make them as comfortable as possible.

Mr. STEVENS. We all agree to that.

The CHAIRMAN. We want to provide them with a substantial dwelling, and we want to provide a sufficient amount.

Colonel CASEY. My opinion is that \$6,000 is a good conservative estimate.

The CHAIRMAN. The limit in this bill was fixed at \$6,000 where you own the site. Would not \$1,000 cover the cost of a site anywhere?

Colonel CASEY. That varies very much.

Captain SEBREE. Then when we get authority to build a new light-house this bill would not stop us from building the dwelling. At Cape Hinchbrook we are building a light-house and a keeper's dwelling. I think the bill authorizes a keeper's dwelling to be constructed. If we had a bill like this, would that apply to such a case, or, in other words, would that be one of the thirty? I should not think it would.

The CHAIRMAN. Of course this bill would not cut out any item in another bill. The authority to build the light-house at Cape Hinchbrook is authority to establish a light-house station, and they construe that to mean not only the building of the light-house tower but the appurtenant buildings.

Colonel CASEY. In other words, that does not rule us out in exceptional cases where there are special bills.

The CHAIRMAN. I think not.

Captain SEBREE. I think that is a good bill.

The CHAIRMAN. We have a great many of these requests, and there is no doubt that there are many cases in which they need new light keeper's dwellings. We can not tell, and I doubt very much whether you gentlemen can tell without a very careful examination, just what is the most needed, unless you have the responsibility put upon you, and then you will acquire the information.

Mr. STEVENS. Before you leave the ninth district, I want to say that Mr. Davidson, of Wisconsin, asked me concerning a proposition for some range lights.

Captain SEBREE. It does not need an act of Congress to provide for that.

The CHAIRMAN. They want to establish lights at not to exceed four different places on the Fox River and connecting channels. How about that?

Captain SEBREE. If you put in the bill a provision for lighting the Fox River and Lake Winnebago that would cover the matter.

Mr. STEVENS. That would be in the sundry civil bill.

The CHAIRMAN. It would be subject to a point of order in the sundry civil bill. That point of order may be raised. I might raise it myself.

Mr. Davidson writes:

Lake Winnebago and Lake Butte des Morts, situated near Oshkosh, are expansions of the Fox River. Lakes Poygan and Winneconne are expansions of the Wolf River. These lakes average from 6 to 12 miles in width and from 6 to 30 miles in length. Where these rivers extend into the lake the land is usually low and marshy, and in the summer season a rank growth of vegetation so obscures the channel entrance that it is difficult for boats to distinguish the mouth of the river from bayous which extend from these lakes back into the marsh or lowlands surrounding. There are over 400 boats operating on these waters during the season of navigation.

How would you describe that locality in the bill?

Captain SEBREE. That would come in under the general appropriation—under the lighting of rivers.

The CHAIRMAN. Suppose we should put in a provision as we did last year for the fourteenth district? Can we not say here, "Post lights on the Fox River and its connecting channels and lakes?"

Colonel CASEY. Would it not be more definite to say "on Green Bay and Lake Winnebago?"

The CHAIRMAN. We could say "Fox River, Lake Winnebago and connecting channels." But you have already got all the lights you want on Lake Winnebago.

Captain SEBREE. There are two little beacon lights there.

The CHAIRMAN. These are the channel entrances of the rivers into the lakes. We can describe them easily enough as "post lights on the Fox River, Lake Winnebago, and connecting channels and lakes."

Captain SEBREE. Yes, sir; I think that would cover it.

The CHAIRMAN. What would they cost?

Captain SEBREE. They would cost \$25 to \$50 apiece to erect them, and it would cost \$10 to \$15 each a month to run them. It would cost \$400 or \$500 to erect them and maintain them for a year.

The CHAIRMAN. Say \$500. Then when you make your estimate for the sundry civil appropriation you will have to include these rivers.

Captain SEBREE. If this goes in in that way it will give us \$500; but I don't know whether I can pay salaries out of that, unless it is put into the sundry civil bill, under "Lighting rivers."

The CHAIRMAN. How about the Tenth district? That is the district of Mr. Ryan, who is a member of this subcommittee.

Captain SEBREE. I do not believe there is much new wanted there. We gave them something last year. They did want some keepers' dwellings at Buffalo.

The CHAIRMAN. We gave them one last year. They want more keepers' dwellings?

Captain SEBREE. They have got a keeper's dwelling that is all out of proportion in that district. It is too big a dwelling and cost too much money.

The CHAIRMAN. What about the Eleventh district?

Captain SEBREE. The most important thing in that district with reference to Lake Superior is the light that is asked for at Split Rock, near Beaver Bay. The bill asks for \$100,000. Colonel Casey and I talked it over and we have put it in at \$75,000.

The CHAIRMAN. Do you think you could build a light there for \$75,000?

Captain SEBREE. Yes; we could get the site there and we can get a good foundation and we will not need a very high tower.

Mr. STEVENS. What about Knife Island?

Colonel CASEY. We condemned that.

Captain SEBREE. We turned that down because it is only 8 miles from Two Harbors, and we do not think it is important enough, as there are many other places that are much more important. The Lake Carriers' Association did not even mention that.

Mr. STEVENS. There is a bill before the committee which has been pressed upon us. I asked a question about that at the hearing.

Captain SEBREE. This is an important place.

The CHAIRMAN. What about the light on Gull Island?

Colonel CASEY. We have no report about that yet.

Captain SEBREE. I think that is a good thing; but we have not got our local report and do not know how much money to talk about.

The CHAIRMAN. You were impressed with the statement which the Lake Carriers' Association made about it?

Captain SEBREE. Yes, sir.

The CHAIRMAN. There is now a light at the south end of Michigan Island?

Captain SEBREE. Yes, sir.

The CHAIRMAN. Would the other light be abandoned if you put up the Gull Island light?

Captain SEBREE. No; I think not. You can not see one from the other. You can not see across the land.

The CHAIRMAN. Why don't you utilize some of these things that are not needed? There is a light at Milwaukee, on the north side, which there is no excuse for maintaining.

Captain SEBREE. We sometimes discontinue them, and then we get an order from higher authority and have to put them back again.

The CHAIRMAN. You have not had to do anything of that kind since I have been here. What else do the Lake Carriers' Association ask for?

Captain SEBREE. They ask for the Split Rock light and the Gull Island light and for some range lights in the harbors at Grand Island.

Mr. STEVENS. What would they cost?

Captain SEBREE. I think \$10,000 or \$15,000 would put them up. If we had enough money we could put them up without an act of Congress, and call them beacon lights.

Mr. STEVENS. What about Whitefish Bay, near Whitefish Point?

Captain SEBREE. They wanted a light-ship there with a fog-signal, and I told them to put in \$50,000. But in the last letter we got they did not ask for that. They asked for a big gas buoy there.

Mr. STEVENS. Then it is not of much importance.

Captain SEBREE. No; I do not think it is of anything like as much importance as these other two things.

The CHAIRMAN. How about the Thirteenth district? What is the most important thing you want on the Pacific coast?

Captain SEBREE. A light-ship for Swift Sure Bank, at the entrance to the Straits of Fuca.

The CHAIRMAN. Have you worked yourself up to the point where you can conscientiously tell us that you think that ought to be provided for?

Captain SEBREE. I think so. I think that if we can only get one thing for the whole Pacific coast that is the most important.

Mr. STEVENS. Suppose we should read to you your testimony, what would you say?

Captain SEBREE. If I said anything different from that I would say that I have changed my mind. I went out there and went onto that shoal, and I think you ought to give that.

The CHAIRMAN. Do you think that light vessel is necessary there, as the location of the turning point?

Captain SEBREE. Yes, sir.

The CHAIRMAN. That is what it would be for.

Captain SEBREE. It would be for them to head for.

The CHAIRMAN. What about Carquinez Strait?

Captain SEBREE. I stand by that. I recommended that a good many years ago, and still stick to it.

The CHAIRMAN. They have done without it all this time.

Captain SEBREE. Of course they have, and they have done without everything you have not given them.

The CHAIRMAN. How about the Red Rock light fog signal?

Captain SEBREE. I think we can get along without that.

The CHAIRMAN. What have you to say about the Cape Blanco light vessel?

Captain SEBREE. Let us get the other one first. It would be a good thing to have one there.

The CHAIRMAN. You think you can do without that one?

Captain SEBREE. We have done without it all these years. That will be quoted against me, too. I think a light-ship there would be a good thing; but I don't think it is as important as the other one.

The CHAIRMAN. There was a request last year for a light-ship off Point Judith, Rhode Island. You reported against that, and you have no reason to change your mind about that?

Captain SEBREE. I have not put it in, although they are urging it very strongly.

The CHAIRMAN. They wanted a light-house at Pillar Point, California, last year, and you reported against that. You have not seen any reason to change your mind about that?

Captain SEBREE. I still stick to that.

The CHAIRMAN. They asked for a light-house for signal on Bouton Point, New York, last year. We never had any report from you about that.

Captain SEBREE. I am in favor of that.

The CHAIRMAN. Last year they wanted to increase the cost of the fog signal at the fog-signal station at Battery Point, Puget Sound, Washington, from \$6,000 to \$14,000. My recollection is that we did not agree about that.

Captain SEBREE. We asked for \$8,000.

The CHAIRMAN. You ask for \$8,000 additional?

Captain SEBREE. \$8,000 in addition to the original \$6,000, making a total of \$14,000.

The CHAIRMAN. Do you think you need that?

Captain SEBREE. Yes, sir; I do.

The CHAIRMAN. You think that additional appropriation ought to be made, do you?

Captain SEBREE. Yes, sir; I do.

The CHAIRMAN. How about the light-house and fog signal at Cape Arago, Oregon?

Captain SEBREE. We ought to do something there.

The CHAIRMAN. You recommended that last year.

Captain SEBREE. They say it is in mighty bad shape there now.

The CHAIRMAN. You have a recommendation for a light-house and fog signal at the entrance to Bellingham Bay in the State of Washington. You ask for \$30,000.

Captain SEBREE. Is that in the bill?

The CHAIRMAN. No; that was there last year.

Captain SEBREE. We ask for \$30,000, and we want it. We stick by that.

The CHAIRMAN. What we want to know is which is the more desirable, that or the Cape Arago light?

Captain SEBREE. I should say to fix up Cape Arago.

The CHAIRMAN. Suppose we should say that we would give you Cape Arago and Bellingham Bay or the Swift Sure light-vessel, which would you prefer?

Captain SEBREE. The Swift Sure light-vessel. I am thoroughly convinced on that.

The CHAIRMAN. Do you still think you need a light at Cape Spencer, in Alaska?

Captain SEBREE. Yes; we want that, but I would like to have an opportunity to think that over and look it up a little bit, if you want to know whether I would rather have a light at Cape Spencer or some other place.

The CHAIRMAN. I was going to ask you which would be the more desirable, a light-house at Cape Spencer or at Resurrection Bay.

Captain SEBREE. Right off the bat I should say Cape Spencer, but I don't know yet. In fact, they are talking about a railroad that is being built out there at Resurrection Bay. I saw a man from there the other day, and he said they really have got one built back in the interior.

The CHAIRMAN. Is there anything pressing now in Alaska, except Cape Hitchbrook, which is provided for?

Captain SEBREE. I don't think there is.

The CHAIRMAN. Then your opinion is that so far as the State of Washington is concerned, you would rather have the Swiftsure light vessel?

Captain SEBREE. Yes.

The CHAIRMAN. And as far as Oregon is concerned, it would be Cape Arago? So far as California is concerned, was it not Carquinez Strait?

Captain SEBREE. No; was there not something else we asked for there? There is one thing there which has not been mentioned at all yet and which slipped by me. I think maybe that would be the one to give.

The CHAIRMAN. Before you go into that, tell us about the necessity for a relief light vessel on the Pacific coast. They have asked for one for California.

Captain SEBREE. That would not come in first. Swiftsure Bank would be No. 1, Lake Michigan No. 2, the relief light-ship for district 12, No. 3, and Hedge Fence 4th and last. If I can only get three light-ships, I think I would like to have the first three.

The CHAIRMAN. As to a light-ship in Lake Michigan at North Manitou Island Shoals—do you not think it would probably be sufficient if we should provide for a light-house at White Shoal, with a view eventually of using that light-ship at some other place?

Captain SEBREE. No, sir.

The CHAIRMAN. If we should authorize a light-ship this year, you would not have it ready for a year or so?

Captain SEBREE. No, I would not; but if you should authorize it I would put out the advertisement on the same plan I am now pursuing with regard to two others.

The CHAIRMAN. How long will it take the contractor to build these five light-ships that are already authorized?

Captain SEBREE. I do not know how long it will take him. His contract is to build them in one year from the date of signing the contract.

Mr. RYAN. For all five of them?

Captain SEBREE. Four of them were let at one time. I had to readvertise for one about a month later, so that four of them are to be completed in one year from about October 5, and one about a year from last November.

The CHAIRMAN. In the course of the work upon these light-ships, do they have all five of them on the stocks at the same time?

Captain SEBREE. They have five on the stocks at the same time.

The CHAIRMAN. Of course, if there is anything that is an exact duplicate, I suppose it would be easy for them to go right ahead and provide for all the ships at the same time?

Captain SEBREE. They go right ahead. The five that they built there were all finished within a month of each other, and they got one or two of them out ahead of time, I think. They would go on a trial trip and then come back and try another one. They were all launched at about the same time.

The CHAIRMAN. How soon do you think you will be able to have bids out on the new tenders?

Captain SEBREE. I think it will be six weeks. I have to give at least thirty days' notice. I have got the plans now at the navy-yard at Norfolk, at New York, Mare Island, and Puget Sound.

The CHAIRMAN. Are the navy-yards figuring on them?

Captain SEBREE. They are figuring on them.

Mr. RYAN. The light-house at White Shoals will be very difficult to erect, will it not?

Captain SEBREE. That is what we think. The water may be 20 feet deep.

The CHAIRMAN. How about Horn Island? There has been a strong request made for a light on the south side of the strait.

Captain SEBREE. We recently reported on a bill for that.

Captain CASEY. We reported favorably on that.

The CHAIRMAN. What have you to say about Hawaii? Do you think we ought to have a light on that point across the straits from Point Makapuu?

Captain SEBREE. We have recommended a light over on that point.

The CHAIRMAN. You have recommended a light at Makanalua. Island of Molokai?

Captain SEBREE. Yes; there is a bill here for that.

The CHAIRMAN. Is there any other aid you especially want, for the Light-House Service, which we have not discussed?

Captain SEBREE. Yes, sir.

The CHAIRMAN. What is it?

Captain SEBREE. You have not gone into the river districts. I want a light-house tender and scow for our Mississippi and Illinois rivers.

Mr. STEVENS. How far up can you use that on the Mississippi River?

Captain SEBREE. Up to St. Paul.

The CHAIRMAN. I understand you regard that as absolutely essential?

Captain SEBREE. You made me state that pretty strong; but I think it is important.

The CHAIRMAN. I say that because I drew that bill myself, and gave it to Mr. Graff, after discussing the matter with you.

Captain SEBREE. Yes; but you said nothing went up there but a few towboats; and so I got the inspector to work, and he has given me a list of the boats that run up the Mississippi River there.

The CHAIRMAN. I said there had been no increase in the traffic in the Mississippi River there since the year 1. The commerce is much less there now than it was years ago.

Mr. STEVENS. That is true of a certain class of business, but other classes of business have increased.

The CHAIRMAN. You have got to have a boat up there to take care of those buoys, whether the commerce is there or not. You have got the buoys there?

Captain SEBREE. No; we have not got them there, but we want to put them there.

Mr. STEVENS. You have got range lights there?

Captain SEBREE. We have got about 1,500 stake lights, and buoys are needed to mark these wing dams, on the Mississippi River, but we have not got the buoys yet.

Mr. STEVENS. You buoy most of those places?

Captain SEBREE. Not yet, but we wish to do so. They are all right at low water, because they stick up out of the water, but at high water they are hidden and you can not tell just where they are. The idea of the buoys is not to mark every wing dam, but to mark groups of them.

The CHAIRMAN. Those are on the lower Mississippi?

Colonel CASEY. No, sir; they extend as far up as St. Paul. I put in about 60 miles of it myself on the Mississippi River below St. Louis.

The CHAIRMAN. Is there anything else?

Captain SEBREE. I can not think of anything else right now.

The CHAIRMAN. Do you want any authorization for the buoys on these rivers, or will you be able to take care of that out of your general appropriation?

Captain SEBREE. I think we can take care of it out of our general appropriation, if they will give us what we want in the way of the tender, and the money under buoyage.

The committee thereupon (at 5.15 o'clock p. m.) adjourned.

JUNE 8, 1906.

The CHAIRMAN OF THE COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE,
HOUSE OF REPRESENTATIVES.

SIR: This Department has the honor to acknowledge the receipt of a letter dated May 25, 1906, from your committee, rereferring a copy of H. R. bill 19178, "To direct the Secretary of War to convey to the Broadwater Club the Hog Island light station, old site," and asking for all the information this Department has upon the subject, together with the reasons for the recommendations made in its letter of May 15, 1906, to your committee on this matter.

In reply this Department begs to state, at the instance of the Light-House Board, that there are inclosed herewith copies of 27 letters upon which this Department based its recommendation for the passage of this bill. The land to be conveyed to the Broadwater Club is the old site of the present light station, the present site having been conveyed to the Light-House Board by Joseph L. Ferrall and wife in 1893, with the understanding that the old site was to have been conveyed to them in exchange, including the buildings and appurtenances.

This Department, therefore, begs to suggest that the following-named changes might with advantage be made in this bill:

That in the first line of the title the words "Commerce and Labor" be substituted for the word "War";

That in the third line of the bill, on page three, the words "Commerce and Labor" be inserted in place of the words "the Treasury";

And that, on the third page, in line seven, after the word "site," and before the word "described," there be inserted the words, "and, the buildings and appurtenances thereunto belonging."

This Department recommends the passage of that bill, when thus amended.

Respectfully,

VICTOR H. METCALF, *Secretary.*

COMMITTEES ON RAILWAYS AND CANALS,
HOUSE OF REPRESENTATIVES, U. S.,
Washington, D. C., January 22, 1907.

HON. JAMES R. MANN,
House of Representatives.

DEAR MR. MANN: The Government has for a number of years been improving the Fox River in Wisconsin. That river is now navigable for a distance of about 150 miles. The Wolf River enters the Fox a few miles from the city of Oshkosh, and has been also improved for navigation a distance of about 50 miles, as one of the connecting channels of the Fox River.

Lake Winnebago and Lake Butte des Morts, situated near Oshkosh, are expansions of the Fox River. Lakes Poygan and Winnebconne are expansions of the Wolf River. These lakes average from 6 to 12 miles in width and from 6 to 30 miles in length. Where these rivers extend into the lake the land is usually low and marshy, and in the summer season a rank growth of vegetation so obscures the channel entrance that it is difficult for boats to distinguish the mouth of the river from bayous which extend from these lakes back into the marsh or low land surrounding. There are over 400 boats operating on these waters during the season of navigation. While many of them are pleasure boats and operated solely for pleasure, yet a large number do a freight and passenger business, carrying passengers for hire, etc. The channel entrance of the rivers into the lakes are marked by barrel bouys maintained by the engineering department in connection with the improvement of the river. These aids to navigation enables boats to find the channel entrance in the daytime, but can not be distinguished in the nighttime.

There is a very earnest request made by those who own and operate boats on these waters to have these entrances lighted during the season of navigation, and they ask for the necessary legislation which will enable the Government to establish posts lights at not exceeding four different places on the Fox River and its connecting channels. I understand these lights could be constructed and operated at an expense not exceeding \$100 per light per year. The expense, therefore, will not be great, and I am exceedingly desirous of providing at this session of Congress whatever authority is necessary to have these lights established.

Will you kindly advise me whether provision can be made for the establishment of these lights without the introduction and passage of a special bill for that purpose, or will a special act be necessary?

Thanking you for whatever information and assistance you can give me in the matter, I am

Yours, very respectfully,

J. H. DAVIDSON.

COMMITTEE ON MILITARY AFFAIRS,
HOUSE OF REPRESENTATIVES,
Washington, D. C., January 23, 1907.

HON. JAMES R. MANN,
House of Representatives, Washington, D. C.

DEAR SIR: Referring to our conversation of yesterday relative to range lights for Munising, on the south shore of Lake Superior, for which I introduced a bill (H. R. 20452), which is now pending before your subcommittee, I wish to state that Munising is by far the best natural harbor of refuge on the entire south shore of Lake Superior, and would be of infinite advantage to the commerce that passes by it each year could a few improvements be made therein. The most important of these are the establishment of range lights.

Munising Harbor is formed by a deep indentation in the south shore of the lake, in the center of which lies Grand Island. This leaves an entrance to the harbor on each side of the island. That on the east side is somewhat dangerous when the wind is blowing toward the shore, because of the high, precipitous, rocky shore. That on the west side would be safe in almost all weathers if the lights asked for could be established. There are now range lights which direct vessels into this harbor by the westward entrance, but the difficulty is about making the turn. A sand bar extends well out into the harbor from the western extremity of Grand Island. The banks of the island and mainland at this point rise somewhat precipitously and are heavily timbered. At night this entrance is as dark as a pocket, and there is nothing to indicate where the turn should be made.

It is desired that range lights may be placed on the mainland to the west of the entrance to the harbor, which will indicate where the turn is to be made, so that the sand bar upon the island and that which extends out from the mainland may be avoided.

Only a short time ago one of the large lake freighters, the *Fayette Brown*, in attempting to make this entrance, ran upon this sandbar and sacrificed a considerable portion of her cargo, besides seriously damaging the vessel.

The danger and difficulty of making this entrance is so well known to vesselmen that they now generally run by Munising Harbor to Marquette, 40 miles distant, taking the chances of the storm rather than attempt the entrance.

A somewhat similar condition prevails as to the eastern entrance where range lights are desired to be substituted instead of the present light.

In regard to this matter the Light-House Board said in its report for June 30, 1905, on page 140:

358. Grand Island Harbor, Lake Superior, Michigan. The Grand Island Light no longer serves the purpose for which it was originally intended. Vessels coming down the easterly side of Grand Island to enter Munising Harbor or the harbor of refuge at the south end of Grand Island can not see the Grand Island Harbor light until close to it. Bad shoals exist on both sides. A wreck now lies partly exposed a short distance north of the narrowest part of the channel. Shipping men ask the establishment of range lights instead of the maintenance of the present light.

The present light and dwelling is difficult and expensive to maintain. Range lights would be of much greater service to navigation and would involve less expense for maintenance. It is estimated that ranges could be established upon

the mainland at an estimated cost of \$13,200. If this appropriation is now made it will save the large outlay necessary to renew the buildings of the present harbor light. The Board recommends that an immediate appropriation of this amount be made therefor.

It again recommended these lights in its report for 1906. I am informed by the board that owing to the increased cost of material, etc., that \$15,000 will not be any too much to do the work.

These lights are also asked for by the Lake Carriers' Association and were deemed most essential by that association in its late hearings before your committee. So I was informed by Mr. Goulder, and he showed me the paragraph in their memorial relating to Munising, or Grand Island, as it is sometimes called.

I may add that Munising itself is a rapidly growing town whose business is greatly increasing each year and that it is headquarters of one steamship company owning 16 large lake freighters.

Yours, truly,

H. O. YOUNG.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE BOARD,
Washington, January 30, 1907.

SIR: In accordance with your verbal request the following information in regard to the appropriation for Horn Island light station, Mississippi, is sent you.

Q. How does it stand?—A. No appropriation has been made: \$10,000 is required.

Q. Has contract been made?—A. No.

Q. Will money asked for be needed next fiscal year?—A. Yes. This is an important light station and should be reestablished. It is proposed to remove the present structure at Mobile Bay light station, Alabama, and erect it on the Horn Island site, which method will save the expense of purchasing material for a new light-house. The Mobile Bay light station can be reestablished with a simple pile beacon.

Respectfully,

THOS. L. CASEY,
Lieutenant-Colonel, Corps of Engineers, U. S. Army,
Engineer Secretary.

CHAIRMAN OF THE COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE,
House of Representatives.

DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, February 21, 1906.

CHAIRMAN OF THE COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE,
House of Representatives.

SIR: Referring to the committee's letter of February 7, 1906, inclosing for the consideration of this Department and for report

thereon a copy of H. R. bill No. 14183, providing "for the establishment of two beacon lights at the mouth of La Trappe River, Maryland, and for other purposes." I have the honor to state, at the instance of the Light-House Board, as follows:

This river has been improved by the United States at a cost of about \$9,000. The project for improvement calls for a channel 150 feet wide and 11 feet deep across the bar at the mouth of the river. It is proposed to mark this dredged cut by two lighted beacons. Three steamers and 81 sailing vessels and barges are reported as plying in the river. Its commerce is valued at \$303,426, and it is aggregated at 11,466 tons in 1903 and at 13,601 tons in 1904.

As the commerce of this river is increasing and as range lights would lessen the dangers to passing craft, this Department recommends the passage of the bill in question.

Respectfully,

V. H. METCALF, *Secretary.*

HEARINGS, 1906—H. R. 14183.

The CHAIRMAN. The next bill is H. R. 14183, a bill for the establishment of two beacon lights at the mouth of La Trappe River, Maryland, at a cost not to exceed \$10,000.

Captain SEBREE. Those beacon lights at the mouth of La Trappe River, Maryland; yes. If the Light-House Board should decide that they are necessary, they could be constructed out of the general appropriation without any action of Congress.

STATEMENT OF HON. T. A. SMITH.

TRAPPE RIVER, MARYLAND.

Mr. SMITH. Mr. Chairman, the bill about which I wish to speak is H. R. 14183, with reference to the establishment of two beacons at the mouth of Trappe River. I have furnished a typewritten statement to the committee. I do not know that I can say anything more except that it is a fertile section and that it is far from a railroad station. The river is the principal outlet for perishable products. On dark and stormy nights it is impossible to get in there.

Mr. MANN. What do they raise there mostly?

Mr. SMITH. Fruit, vegetables, and grain.

Mr. MANN. What stream does the Trappe River run into?

Mr. SMITH. It runs into a branch of the Choptank.

Mr. MANN. You recommend that lights be established so that steamers can go in there?

Mr. SMITH. Yes, sir; the bar goes out there. It dovetails and makes it very dangerous.

Mr. MANN. How much commerce is there there?

Mr. SMITH. Half a million dollars or more.

Mr. MANN. Have you any record of the number of vessels going in there?

Mr. SMITH. I do not think that I can give you that. A great many sailing vessels go in there and Baltimore boats ply there.

Mr. ADAMSON. What will it cost?

Mr. SMITH. The bill says \$10,000, or as much thereof as may be necessary.

The town of Trappe, Md., is located at the head of navigation on the Trappe River and in the midst of a fertile and populous agricultural district, and is dependent upon this river for transportation of its merchandise, coal, lime, fertilizers, etc., brought into this section, as well as for its agricultural products, canned goods, lumber, etc., shipped out.

The nearest railroad station is about 4 miles distant and the steamboat wharf on the Choptank River about the same distance, while the Trappe River runs practically to the town of Trappe. There are three large carriage houses, coal and lumber yard, two roller flour mills, sawmill, and a number of small mills within a few miles, all dependent upon this river for shipping facilities.

The value of products shipped by this river from Trappe in one year exceeds a half million dollars.

Because of the interlocking bars at the mouth of this river navigation, both for vessels and steamers, is difficult and dangerous on dark and stormy nights, so much so that vessels never and steamers seldom attempt it on such occasions, thereby causing great inconvenience to travelers, loss and delay to shippers, and often ruin to perishable goods. When steamers fail to come in on returning from Baltimore, passengers are carried up the Choptank River from 5 to 10 miles from their homes and freight landed from thirteen to thirty-six hours late. We have two steamers, one each night, to and from Baltimore, two sailing vessels, and an innumerable number of smaller craft in summer and fall, all overtaxed in freighting the agricultural products to market, and returning laden with merchandise, lime, fertilizers, etc.

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